

**San Bernardino
Associated Governments**

**Budget
Fiscal Year
2008-2009**



SANBAG

Budget Fiscal Year 2008-2009



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San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents,
San Bernardino Associated Governments
(SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient,
multi-modal transportation system
- Strengthen economic development
efforts
- Exert leadership in creative problem
solving

To successfully accomplish this mission,
SANBAG will foster enhanced relationships
among all of its stakeholders while adding
to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996

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May 7, 2008

TO: SANBAG Board of Directors

FROM: Deborah Robinson Barmack
Executive Director

SUBJECT: Fiscal Year 2008/2009 Budget Message

I am pleased to present the San Bernardino Associated Government (SANBAG) Fiscal Year 2008/2009 budget for consideration and adoption by the SANBAG Board of Directors. The coming year presents many opportunities and challenges, which will be pursued with diligence under the leadership of the Board of Directors. This budget message highlights the major program initiatives and provides an overview of the issues facing the organization in Fiscal Year 2008/2009.

During the past two years, the SANBAG Board of Directors and staff have initiated a substantial undertaking in their efforts to achieve an equitable allocation of funding provided by the passage of Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Approved by California voters on November 7, 2006, the Act authorized \$19.925 billion in general obligation bond proceeds to be available for specified purposes. SANBAG's efforts have resulted in substantial commitments of bond funding to projects in San Bernardino County which are essential components of the plan for improvements to the regional transportation network. It is important that those allocations be noted as we consider the Fiscal Year 2008/2009 budget:

- Proposition 1B Congestion Mitigation Improvement Account allocations which took place in early 2007 resulted in identification of **\$175m** for San Bernardino County freeway projects to construct mixed flow lanes and auxiliary lanes on I-10, mainline improvements on three segments of I-215, and freeway to freeway connectors at I-215 and SR-210.
- Proposition 1B Trade Corridor Improvement Fund project approvals which occurred in April 2008 resulted in designation of **\$238m** for San Bernardino County projects; specifically reconstruction of the Devore Interchange; the I-10 Logistics Access Project including reconstruction of interchanges at Riverside, Citrus, and Cherry; and construction of seven railroad grade separations in the San Bernardino Valley and Barstow.

- Proposition 1B Transportation Facilities Account funding provided an additional **\$97.3m** to San Bernardino County projects programmed in June 2007 to augment funds normally provided in the State Transportation Improvement Program.
- Proposition 1B Transit System Safety, Security, and Disaster Response Account allocations in FY 2007/2008 resulted in **\$1.7m** to SANBAG and transit operators for transit system security and safety capital projects, with a potential for similar allocations in 2008/2009.
- Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account allocations in FY 2007/2008 resulted in **\$18m** to SANBAG and transit operators for capital projects, with the potential for an additional **\$11.1m** in 2008/2009.

The process for allocation of Proposition 1B funds from the State and Local Partnership Program, grade separations, and other categories is expected to continue into next FY 2008/2009. The tremendous value and impact of Proposition 1B funding to transportation improvements in San Bernardino County, the region, and the State cannot be underestimated. A substantial effort to administer these funds and deliver projects within the designated timelines over the next five years will be required.

SUMMARY OF THE BUDGET

Estimated revenues for SANBAG's Fiscal Year 2008/2009 budget are \$349,283,563. This compares with the Fiscal Year 2007/2008 estimated revenues of \$321,006,312 and the Fiscal Year 2006/2007 actual revenues of \$335,981,977. A reduction of 6% in Measure I revenue is anticipated for Fiscal Year 2008/2009 based upon actual revenue in Fiscal Year 2006/2007 and revenue received to date in Fiscal Year 2007/2008, with similar reductions anticipated in the Local Transportation Fund. Increases in restricted funds are dictated by grant activity. The *Estimated Revenues Schedule* for Fiscal Year 2008/2009 indicates the anticipated changes for each funding source. Consideration of estimated revenues on this schedule does not include the use of undesignated fund balances. Further discussion of the revenue sources can be found in the *Financial Overview*. The *Budget Process* portion of this budget provides information on the evaluation of resources.

New budget activity for Fiscal Year 2008/2009, not including estimated encumbrances, is \$303,153,590 and is balanced overall and by program with undesignated beginning fund balances and estimated revenue for Fiscal Year 2008/2009. The total estimated budget for Fiscal Year 2008/2009, including prior year encumbrances, totals \$426,394,279. The most significant planned expenditures relate to the Valley Major Projects portion of the Measure I program. The *Major Projects Measure I Cash Flow Plan* is continuously reviewed and updated to provide the most current information for the purpose of determining cash flow requirements and, more specifically, the timing and sizing of any future bond issues. No bond financings are expected for the remaining current Measure I program. Bonding against future Measure I 2010-2040 proceeds is under consideration as part of the Measure I Strategic Plan development. In addition to Measure I funds supporting this program, approximately \$31m of Regional Improvement

Program Funds, \$26.2m of Traffic Congestion Relief Program funds, and \$3.5m of Congestion Mitigation and Air Quality Funds are anticipated.

Of note, \$41.6m in contributions from local sources other than SANBAG revenues are anticipated in the Fiscal Year 2008/2009 budget, primarily as contributions from local jurisdictions to major construction projects.

SUMMARY OF MAJOR PROGRAMS AND INITIATIVES

The following narrative highlights key programs and initiatives which the SANBAG staff and Board of Directors will be addressing during Fiscal Year 2008/2009.

Freeway Construction

Construction of the I-10 widening in Redlands and the SR-210 mainline from Linden Avenue to I-215 has been completed. Currently under construction are the I-215/5th Street Bridge and the segment of I-215 from Orange Show Road to Mill Street. The total value of these improvements is \$390 million.

Currently there are six freeway projects under development with a total estimated cost of \$3.2 billion. The projects under final design include I-215 from Mill Street to SR-210, scheduled for construction fall of 2009; SR-210/215 direct connectors, scheduled for construction in fall of 2009; and the I-10 westbound widening through the cities of Yucaipa and Redlands are scheduled for construction in late 2009. The projects in the preliminary engineering and environmental clearance phase include the I-10 High Occupancy Vehicle lane addition from Milliken Avenue in Ontario to Ford Street in Redlands; I-215 lane additions from the 60/91/215 Interchange in Riverside to Orange Show Road in San Bernardino (bi-county project); and the I-15/215 Interchange in Devore.

Interchanges

SANBAG is lead agency for project development on four local street interchange projects for a combined cost of \$259 million: Live Oak, Riverside, Citrus, and Cherry. One project, I-10/Live Oak Road, is under construction with the others in environmental and design phases. In addition, the I-215/Barton Road and Washington Street interchanges have been separated from the I-215 Bi-County project for early delivery. The two interchange projects have an estimated cost of \$142 million.

Railroad Grade Separations

SANBAG is the project development lead on six railroad/street grade separation projects: Hunts Lane, Main Street, Palm Avenue, State Street/University Parkway and Valley Boulevard. SANBAG, at the request of the California Transportation Commission and Caltrans, also serves as lead on the Colton Crossing rail/rail grade separation project. The total estimated cost of these projects is \$648 million. The State Street/University Parkway grade separation is under construction, with the others in the environmental and design phases.

Passenger Rail Program

The passenger rail program contains work effort related to three distinct passenger rail projects. First, SANBAG is one of five county transportation agencies that formed the Southern California Regional Rail Authority (SCRRA) in October 1991. SCRRA is the joint powers agency established to plan, design, construct, operate, and maintain the commuter rail system known as *Metrolink*. Three of the seven lines operated by Metrolink serve San Bernardino County residents; the San Bernardino Line, Riverside Line and the Inland Empire/Orange County Line. Together these three lines carried nearly six million passengers in Fiscal Year 2006/2007, representing 52% of the total Metrolink passengers. Several major commuter rail capital projects initiated in the previous years will begin construction or be completed in Fiscal Year 2008/2009. Some of these include a new parking structure at the San Bernardino station, the Eastern Maintenance Facility in Colton, and the pedestrian undercrossing at the Rancho Cucamonga station. Additional weekday trains on the San Bernardino Line are being considered for Fiscal Year 2008/2009.

A second passenger rail initiative is the proposed implementation of the *Redlands Rail Project*, a self-propelled rail passenger car service operating between the cities of San Bernardino and Redlands over the former ATSF Redlands Subdivision acquired by SANBAG in 1993. A preliminary feasibility study was completed in Fiscal Year 2002/2003. A station area plan study, completed in January 2007, identified the preferred station locations and recommended the type of transit-supportive land use that should occur within a ½ mile radius of each station. Transit supportive land use and economic development are two of the three criteria the Federal Transit Administration is to consider for the new Small Starts Capital Investment Program authorized in SAFETEA-LU. A consultant was retained in the Fiscal Year 2007/2008 to complete the required Alternatives Analysis and begin the preparation of environmental documents. Fifty percent of the funding for the passenger rail cars and rebuilding the railroad was included in the Measure I 2010-2040 Expenditure Plan approved by the voters in 2004.

The extension of the *Metro Gold Line* (light rail line) from Pasadena to Montclair and perhaps on to the Ontario International Airport is the third rail project. In the past, the SANBAG Board approved an agreement with the Gold Line Construction Authority to advance this extension to the Montclair Transcenter through the environmental and preliminary engineering phase. The proposed construction phase will be split with Segment 1 extending from Pasadena to Azusa to be completed by 2010 and Segment 2 from Azusa to Montclair to be completed in 2015. Fifty percent of the funding for SANBAG's share of Segment 2 was included in the Measure I 2010-2040 Expenditure Plan. In Fiscal Year 2007/2008 a strategic planning study of extending the Metro Gold Line from the Montclair Transcenter to Ontario International Airport and perhaps points further east was initiated and is expected to be completed in the Fall of 2008.

Freeway Service Patrol

SANBAG will continue the Freeway Service Patrol service in Fiscal Year 2008/2009 through operation of 16 tow trucks on eight beats, providing tow services at no charge to motorists on over 60 miles of centerline highway miles in the San Bernardino Valley. An Automatic vehicle location system will continue to be explored and implemented, tracking all Freeway Service

Patrol vehicle movement to more effectively assist stranded motorists. SANBAG will work with the freeway construction team to provide enhanced services during freeway construction.

Call Box Program

Now that the call boxes have been upgraded to a digital cellular signal, SANBAG will improve the call boxes further so that they become compliant with the Americans with Disabilities Act (ADA) requirements. Staff will continue to work with other call box agencies, to continue to streamline the program, and to evaluate other opportunities which may arise, such as the #399 cell phone number for motorist assistance.

San Bernardino Santa Fe Depot

As SANBAG approaches its fourth anniversary of occupancy in the restored historic depot, activities will continue to improve the utilization of the building and the environment surrounding it. Upon the completion of tenant improvements this year, a coffee shop and snack bar will open in the main lobby. The San Bernardino Historic and Pioneer Society and San Bernardino Historic Railroad Society will open a museum in a portion of the Wesley McDaniel Community Room. The historic societies are responsible for maintaining a Station Host Program that insures the main lobby is open for Amtrak passengers in the early morning and late evening hours. SANBAG's property management firm continues to seek interested parties to occupy the remaining available space, including very early discussions with the Southern California Association of Governments. It is anticipated that early in the new year cracks in the exterior of the building will be filled and the building will be painted. During Fiscal Year 2008/2009 construction to improve the drainage of the front and east parking lots will begin. Included as part of that work will be the installation of the irrigation system that will be necessary for the next phase of improvements; landscaping the area around the depot.

Measure I Strategic Plan

The Measure I 2010-2040 Strategic Plan is intended to address policy, fiscal, and institutional issues associated with the administration of the local transportation sales and use tax and state and federal transportation revenues, as well as project management and delivery of the Measure I transportation program. Fiscal Year 2007/2008 saw a continuation of the successful project advancement program but limited progress on other aspects of the strategic plan, in part because of the need to focus resources on competition for Proposition 1B funds. Issues addressed include integration of fair share contributions to regional roadway and freeway interchange improvements, updating of revenue estimates and project costs, assessment of cash flow needs in the first several years of the new program, and development of the policies and administrative framework for various components of the program. Development of financial strategies and a review of institutional capacity and structure will extend through 2008. Completion is expected in early 2009.

Congestion Management Program (CMP) and Nexus Study

The biennial update of the CMP focused primarily on updating the SANBAG Development Mitigation Program and was approved by the SANBAG Board in November 2007. This update incorporated revisions to the Development Mitigation Nexus Study (Appendix K), including

project cost escalation, and implementation language (Appendix J). Pursuant to the Measure I 2010-2040 Ordinance, the SANBAG Development Mitigation Program requires that local jurisdictions collect fair-share contributions from new development for freeway interchanges, arterial streets and grade separation projects as a way to comply with the CMP. All jurisdictions in the urbanized San Bernardino Valley and Victor Valley subareas have adopted development mitigation programs constructed to collect the requisite levels of development mitigation identified in the SANBAG Nexus Study. SANBAG is now monitoring the implementation and maintenance of the local jurisdiction programs. Rural jurisdictions may choose to opt in to the Development Mitigation Program, but will otherwise continue to prepare Traffic Impact Analysis (TIA) reports in accordance with the provisions included in the Land Use/Transportation chapter of the CMP.

Long Range Transit Plan

Work commenced on the development of a Long Range Transit Plan (LRTP) during Fiscal Year 2004/2005. The LRTP will consider the challenges facing the expansive San Bernardino County including the urbanized San Bernardino Valley and Victor Valley, as well as the vast rural and mountain communities. One of the tasks included in the LRTP was to develop a summary of transit users in the County. That work was completed and presented to the Board in Fiscal Year 2006/2007. In addition, several transit network alternatives for the San Bernardino Valley were developed and presented during a series of public workshops. Remaining work during Fiscal Year 2008/2009 will involve the development and modeling of baseline and transit-supportive land use alternatives for the San Bernardino Valley, the development of a financially constrained and unconstrained transit service alternative for the Victor Valley, and the development of transit services for the smaller systems.

Public Transit-Human Services Transportation Coordination Plan

With the passage of SAFETEA-LU, projects for three Federal Transit Administration (FTA) funding programs are to be selected through a locally developed public transit-human services transportation coordination plan. The funding programs are: 1) Section 5310 – a capital grant program for services to elderly individuals and individuals with disabilities 2) Section 5316 – a capital and operating grant program for services to welfare recipients and eligible low-income individuals, and 3) Section 5317 – a capital and operating grant program for new services beyond those required by the Americans with Disabilities Act. During Fiscal Year 2007/2008 a consultant completed the development of the coordination plan for all of San Bernardino County. The coordination plan, will assist in identifying projects seeking funding from the above programs and leveraging those resources with other social service funding programs. During Fiscal Year 2007/2008 more than \$1.2 million in Sections 5316 and 5317 grants will be submitted to the FTA to assist in development of mobility management activities in both the San Bernardino Valley and Victor Valley. During Fiscal Year 2008/2009 more than \$2.7 million in Sections 5316 and 5317 will be made available for a call for projects that will address specific needs identified in the transportation coordination plan.

Omnitrans

Omnitrans is the principal public transit operator serving nearly 1.68 million residents in the urbanized southwest portion of the County. Annual ridership during Fiscal Year 2006/2007 was 15.5 million, reflecting a 0.1% decline from the prior year. During Fiscal Year 2007/2008 Omnitrans implemented elimination of unproductive service and a fare increase in an effort to improve the farebox recovery ratio. Total ridership through the first half of Fiscal Year 2007/2008 was nearly 7.3 million, reflecting a 5.8% decrease over the same period prior year. However, during the first six months, passenger revenue increased by 4.9% resulting in a farebox recovery of 24.2%. Also during Fiscal Year 2007/2008 Omnitrans received approval from the Federal Transit Administration to begin project development of the "E" Street Bus Rapid Transit Project. The proposed budget for Fiscal Year 2008/2009 does not include further service reductions or fare increases.

Mountain/Desert Transit

There are five transit operators located in the Mountain/Desert region of San Bernardino County; the cities of Barstow and Needles, and three joint powers agencies, the Morongo Basin Transit Authority, the Mountain Area Regional Transit Authority, and the Victor Valley Transit Authority. Each of these operators face unique challenges in the growing urban and rural areas they serve. Collectively, these operators carried nearly 1.83 million passengers during Fiscal Year 2006/2007, representing about the same amount as the prior year. Only the City of Needles and the Barstow Area Transit lost ridership. During Fiscal Year 2007/2008 an operations analysis will be completed for Barstow Area Transit. The Victor Valley Transit Authority implemented the first year recommendations from its Growth and Operations Analysis, replacing unproductive fixed route service with route deviation service and improving the overall operation of the regional fixed route network. Similar Operational Analysis recommendations are being considered for implementation for the Morongo Basin Transit Authority and the Mountain Area Regional Transit Authority.

Rideshare Program

In the coming year, the focus of this program will be on providing enhancing internet and advanced traveler information tools for the commuting public. Enhancements to the 800-Commute service and ways to expand it to a fully operational 511 service will be explored. Upgrades are needed to provide more telephone services to traveling motorists, providing traffic drive times and other options to driving alone. The ridematching software will be integrated with MTA's transit trip planning software, so that detailed transit itineraries will be available on every RideGuide. SANBAG will seek opportunities to lease Park'N'Ride (PNR) lots, as well as to assist Caltrans and other jurisdictions with PNR lot construction funded by Congestion Mitigation and Air Quality funds.

Intelligent Transportation Systems (ITS)

ITS programs include electronic and data communication systems for collecting, processing, disseminating or acting on information in real time to improve the operations and safety of the transportation system. One key ITS strategy under implementation includes SANBAG's continued partnership with Caltrans, the California Highway Patrol, and Riverside County

Transportation Commission on funding, development and construction of an Inland Empire Transportation Management Center, which will be the subregional center to house many ITS strategies implemented on the highways and major roadways. Early implementation of this project began in FY 2007/2008, with utility and site preparation work, as well as construction of the 125 space PNR lot adjacent to the planned facility. With design final and funding secured, the project will go to bid and construction will begin in FY 2008/2009.

SANBAG plans to work closely with Caltrans to implement a more robust monitoring and detection program, so that traffic data can be gathered and utilized for congestion management. SANBAG will monitor ITS development and deployment throughout the country and the world, and bring to the Board any strategies that may improve the overall system and operations. SANBAG will continue to play a lead role on ITS Architecture Plan updates, as well as other ITS coordination and implementation efforts with Southern California Association of Government, Caltrans and stakeholders.

The Federal Role in Transportation Finance

On January 15, 2008, the National Surface Transportation Policy and Revenue Study Commission, also known as the 1909 Commission, unveiled "Transportation for Tomorrow" to outline possible policy initiatives for Congress to consider as debate begins on the transportation reauthorization bill. The report found that the current federal revenue stream is insufficient to meet the needs of the nation's transportation infrastructure and suggested a possible increase of the federal gas tax, establishment of a commission to determine the fate of earmarks in future federal transportation authorization bills, and the need for streamlining the environmental process for transportation projects. SANBAG, in collaboration with other California transportation agencies, will actively participate in federal advocacy efforts to shape the transportation funding strategy and improvements to the process of environmental review contained in the new Federal transportation act. SANBAG will also advocate for the Federal government to take an appropriate role in providing financial contributions for infrastructure improvements necessary to support international trade and goods movement from the Ports of Los Angeles and Long Beach through the Southern California Goods Movement Corridor.

Federal Appropriations Request

SANBAG will continue implementation efforts identified in the State/Federal Legislative Advocacy Plan which serves to inform Federal representatives on transportation priorities and opportunities for federal appropriations on highway, road, and transit projects. With the active involvement of the SANBAG Board of Directors, the plan calls for visits with Congressional representatives, preparation of informational materials on priority projects, and regular interaction with Congressional staff to advance funding for San Bernardino County projects. SANBAG will also continue the collaborative effort with member jurisdictions to document regional support from governmental agencies for federal project funding.

State Funding Overview

Proposition 1B (\$19.925 billion in bonds for transportation), approved by the voters in November 2006, provided a down payment on the state's \$100+ billion backlog of transportation

infrastructure needs. While allocations from the Proposition 1B Corridor Mobility Investment Account, State Transportation Improvement Program augmentation, and Trade Corridor Improvement Fund programs have been addressed, consideration of the \$1 billion State Local Partnership Program and \$250 million grade separation program are expected to continue into Fiscal Year 2008/2009. The roles to be played by the California Transportation Commission and the State Legislature continue to evolve, and SANBAG has been and must continue to be active on both fronts to ensure that the needs of San Bernardino County are recognized. The 2008 State Transportation Improvement Program, adopted in April 2008, continues to be an unstable source of funding for SANBAG projects because of continuing state budget woes. Lack of financial resources and commitment are expected to result in continued under-investment in highway maintenance and operations, accompanied by poor pavement quality, higher rehabilitation costs, and inadequate system management.

The Southern California Consensus Approach

In 2007, a coalition of Southern California transportation stakeholders organized the Southern California Consensus Strategy to support project delivery using a regional corridor plan for the trade corridor commencing at the Ports of Long Beach and Los Angeles and extending eastward through San Bernardino County to the Nevada and Arizona borders. Stakeholders include San Bernardino Associated Governments, Riverside County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Ventura County Transportation Commission, Alameda Corridor Transportation Authority, Alameda Corridor East Construction Authority, Southern California Regional Rail Authority, the Ports of Los Angeles/Long Beach/Hueneme, South Coast Air Quality Management District and Southern California Association of Governments. The area's private sector representatives have joined with the coalition as key partners in advocating for Southern California's transportation needs. The consensus group has been identified as a key element in the successful bid for allocations to the Los Angeles/Inland Empire Trade Corridor and has also been recognized by Congressional representatives as an effective and forceful regional voice for transportation improvements. Continued partnership with the consensus group and private sector partners is a key element of SANBAG's transportation advocacy for the coming year.

Regional Transportation Plan (RTP)

Adoption of a new RTP occurred in April 2008. Federal approval, scheduled for summer 2008, is required if projects in the new RTP are to proceed. Federal approval of the plan will initiate development of the next four-year planning cycle for development of the 2012 RTP. Inclusion in a federally approved RTP and Regional Transportation Improvement Program (RTIP) are required to advance any regionally significant project. The Southern California Association of Governments, the Metropolitan Planning Organization for a six-county area that also includes Los Angeles, Imperial, Orange, Riverside, and Ventura counties, is responsible for preparation and approval of the RTP and RTIP based on input from SANBAG and its sister agencies in the other counties. Both documents then require federal approvals based on findings that: 1) the plan and the RTIP can be implemented with reasonably available funding, and 2) the plan and RTIP provide emission reductions consistent with the State Implementation Plan for air quality. In general, the most daunting challenge to federal approval of the new RTP appears to be a need for

sufficient reasonably available transportation funding to both deliver important new projects and protect our existing investment in infrastructure. Efforts at the regional, State, and Federal level to bolster inadequate transportation revenues and to establish fee programs in support of freight-related infrastructure and mitigation require immediate attention.

Air Quality and Conformity

Each year is more challenging than the last in the effort to bring the South Coast Air Basin (Basin) into compliance with federal health standards for fine particulates (PM_{2.5}, fine particles smaller than 2.5 microns in diameter) and ozone as measured over 8 hours. Air quality analyses have shown conclusively that the Basin cannot reach timely attainment (2015 for annual PM_{2.5}, 2020 for 24-hour PM_{2.5}, and 2024 for ozone) for these pollutants by further regulation of sources under control of South Coast Air District alone, and that only substantially greater efforts by the State Air Resources Board and US Environmental Protection Agency can reasonably address the problem. Clearly, attainment of the particulate standard by 2015 is, quite simply, not possible within the South Coast Air Basin without technological change on an unprecedented scale if the growth in freight movement through the region continues. The matter takes on even greater urgency as new epidemiological data developed by the State show air pollution in the South Coast Basin to be the source of more than 5,000 premature deaths each year and billions of dollars in air pollution-related health costs from respiratory disease and reduced lung capacity in children. Staff will continue to be active participants in formulation and implementation of the emission reduction strategies for the South Coast Air Basin.

Personnel

The 2008/2009 budget contains funding for the addition of three new full time, regular positions on the SANBAG staff, for a total of 43 employees. This continues the initiative approved by the SANBAG Board of Directors to build the organizational strength necessary to initiate and implement the new Measure I 2010-2040 program and increase Board of Directors involvement in legislative advocacy for SANBAG priority projects. The total salary and benefit cost to SANBAG for the new positions is estimated to be \$397,676. These proposed changes are detailed in the Staffing Overview section of this budget.

Implementation of Financial Management System

SANBAG has initiated the process for acquisition of a new financial management and accounting system to meet the growing complexities and financial requirements of the agency. Consultant assistance was acquired in Fiscal Year 2007/2008 which led to a Request for Proposals and pending selection of a new software system. The Fiscal Year 2008/2009 proposed budget provides for implementation of the new system. Implementation will require not only financial resources but a substantial human resource investment to insure establishment of a structure and procedures which will support best practices in both financial accounting and project management.

Selection and implementation of a new system will also lead to evaluation of SANBAG's method of supporting the agency's information technology requirements, which are currently dependent upon consultant services. Evaluation of how SANBAG information technology

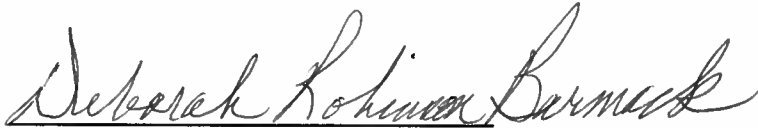
services are delivered will be based upon the needs of the new software program and integration with other network and software requirements of the agency.

Council of Governments

In 1973, the San Bernardino Associated Governments was formed by a joint powers agreement to serve as the council of governments in San Bernardino County. Subsequently, the roles and legal responsibilities of SANBAG have expanded substantially. Transportation responsibilities have risen as the primary function of the organization. Nevertheless, SANBAG continues to carry out a broad range of activities which are common to councils of governments and that provide important services to member jurisdictions.

In 2007, the Board of Directors indicated a desire to review SANBAG's role as a council of governments and appointed a policy-level ad hoc committee to review and report on this issue. Although activities in this area were limited by the competition for Proposition 1B funds in the past year, SANBAG staff has continued dialogue with city partners and the exploration of additional activities under SANBAG's role as a Council of Governments. Task No. 49009000, Council of Governments New Initiatives, contains funding for additional activities which may be carried out under the auspices of the council of governments. As the Board of Directors considers the current and proposed activities which may be of benefit to SANBAG member jurisdictions, the funding contained in Task No. 49009000 may be authorized for expenditure.

The SANBAG staff is excited about the prospect of delivering the programs and projects identified in this budget and is committed to working with the SANBAG Board of Directors throughout the coming year in accordance with the adopted mission statement.



Deborah Robinson Barmack
Executive Director

INTRODUCTION

**San Bernardino Associated Governments
and
The Community It Serves**

The Organization and Its Responsibilities

San Bernardino Associated Governments (SANBAG) is a council of governments and transportation planning agency, governed by the mayors of the twenty-four cities and the five members of the Board of Supervisors within San Bernardino County. SANBAG serves the 2 million residents of San Bernardino County and enjoys the membership of the County of San Bernardino and all cities within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

Since its creation as a Council of Governments in 1973, SANBAG has been designated to serve as several additional authorities, created primarily by statute, which are organized under the umbrella of the Council of Governments. These authorities are listed below:

As the **County Transportation Commission**, SANBAG is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

As the **County Transportation Authority**, SANBAG is responsible for administration of the voter-approved half-cent transportation transactions and use tax which is estimated to generate in excess of \$1.6 billion through 2010 and an additional \$7.25 billion from 2010-2040 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts.

As the **Service Authority for Freeway Emergencies**, SANBAG operates a system of over 1,400 call boxes on freeways and highways within San Bernardino County.

As the **Congestion Management Agency**, SANBAG manages the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality improvements through implementation of strategies in the adopted air quality plans. Under the SANBAG nexus study, the Congestion Management Program identifies the fair share contribution due from new development for implementation of new arterial roadways and freeway interchange facilities.

As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in its role as

The Community It Serves (Cont.)

the metropolitan planning organization. SANBAG performs studies and develops consensus relative to the regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

The Community

SANBAG performs transportation and regional planning services within the County of San Bernardino, the largest county in the contiguous United States, encompassing over 20,000 square miles. It is a diverse county, containing urban settings in the most populated East and West Valleys of the southwest county; the urbanized Victor Valley area comprised of four cities with expansive residential development and large commuting populations; the resort communities of the San Bernardino Mountains and Colorado River; and the vast desert with scattered rural communities. Unique mining resources abide in San Bernardino County's open desert spaces, which are also home to Joshua Tree National Park, the Mojave National Preserve, and U.S. Army and Marine training and material depots.

For programmatic purposes, many SANBAG activities are separated into subregions identified as the East Valley, West Valley, and Mountain/Desert. This segmentation provides for the identification of characteristics unique to the distinct geographic subregions and allows for programs designed to meet their specific needs. The total population of San Bernardino County is 2.028 million. Approximately 73% of the county population resides in the urban areas of the East and West Valley, 17.5% resides in the Victor Valley urban area, and the remaining 9.5% resides in the rural desert and mountain areas. An estimated 84.5% of the population, totaling 1.73 million people, resides in the twenty-four cities of the county, while 15.5% live in unincorporated territory served by the County of San Bernardino. San Bernardino County is home to four cities with populations in excess of 100,000: San Bernardino (205,010), Ontario (172,701), Rancho Cucamonga (172,331) and Fontana (181,640).

According to the 2000 U.S. Census, the County of San Bernardino is the fourth most populous county in the State of California. San Bernardino County grew by 20 percent since the 1990 census. Over the past decade, San Bernardino County has not only grown in numbers, but also has become more diverse, as minority populations make up 41% of the residents. San Bernardino County's rich ethnic diversity is 39% Hispanic, 9% Black, and 59% Caucasian, with a substantial number of residents declaring to be of multiple ethnicities. The median age of the total population is 29. This county of urban, suburban and rural character is forecast to grow to nearly 2.8 million residents by the year 2030.

The Economy

The year 2007 marked the largest net loss of jobs for the Inland San Bernardino and Riverside County area since 1964. For the past two decades, the Inland Empire grew rapidly due to development of large tracts of land. Industrial developers were also able to build the expansive facilities needed by firms in goods movement and international trade. The resulting population, income and job strength powered the inland office market. While these fundamentals remain in place, the short term news for Inland Empire is not good.

The Community It Serves (Cont.)

During the past several years, the Inland Empire captured a huge share of Southern California's new home sales, due to availability of land and lower prices. However, looking at 2007 and 2008, home builders and real estate firms were forced into major reductions in activity and resulting employment. Smaller reductions were experienced in inland finance, insurance, title, and similar firms.

Housing prices have come down from their peaks in 2006 and 2007, with new home prices down by 8.5% and existing homes down by 5.1% in the third quarter of 2007. Home sales have plunged to the lowest level since before 1988. Growth in retail sales has also diminished from the end of 2006 through 2007. Retailers state that a key reason for the 2007 slowdown in retail sales has been the loss of housing-related volume in building materials, household furniture, and appliances.

The slowing of retail sales directly impacts SANBAG revenue, specifically from Local Transportation Fund revenue and Measure I transportation sales and use taxes revenue. SANBAG's Measure I growth dwindled to just .7% growth in Fiscal Year 2007. For the coming FY 2008/2009 budget, SANBAG is projecting a reduction in Measure I revenue of approximately 6%, with similar reductions in Local Transportation Funds. Successful competition for transportation funding resulting from the Proposition 1B voter-approved State infrastructure bond passed in November of 2006 will sustain SANBAG's continued transportation project development and delivery activities through 2013, resulting in major freeway, interchange, and railroad grade separation improvements serving San Bernardino County residents

SANBAG's challenge remains that of building a balanced transportation system for San Bernardino County that provides multi-modal alternatives and reasonable travel times for commuter, recreational, and goods movement traffic throughout the next decade.

FINANCIAL SECTION

Budget Process

Budget Process Summary

San Bernardino Associated Governments (SANBAG) accounts for its funds using governmental accounting. Governmental funds use the modified accrual basis of accounting. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liability of the current period. SANBAG considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due.

The budget is adopted with funding source detail: Local Transportation Fund-Planning; Local Transportation Fund Administration; Local Transportation Fund/State Transit Assistance Fund-Rail; Local Transportation Fund/State Transit Assistance Fund-Pass Through; Grants; Vehicle Registration Fees and Measure I. (Refer to *Financial Overview and Estimated Revenues* for discussion of revenues.)

SANBAG presents budget information for the General Fund and the Special Revenue Funds (consisting of five special revenue fund types). No separate budget is presented for the Internal Service Fund which accounts for the costs related to the upkeep of the present facility. Those costs are included in the **Indirect Cost Allocation**. The Debt Service fund is a non-budgeted fund as the resources for payment of the debt are budgeted in the Special Revenue Fund.

The budget is presented in two documents: the main budget document that contains projections and program overviews; and an appendix that presents the task level detail with objectives and accomplishments. The main budget document is intended to provide an understanding of the programs for which SANBAG is responsible. This strategy results in a budget document that is useful and meaningful as a benchmark against which to evaluate SANBAG's accomplishments or challenges, and to assess compliance with fiscal accountability.

Review of Short Term Direction

The budget process begins with a review of the Board of Directors direction as it relates to short-term goals and how it integrates with long-term goals and objectives. Workshops are scheduled periodically to assist the policy makers in evaluating and determining where SANBAG plans to be and what it desires to accomplish, particularly over the remainder of Measure I; which expires in 2010.

Staff reviews budget to actual with SANBAG's Board of Directors. This information is used in December to assess actual results for the current fiscal year and to discuss changes in strategy for the ensuing fiscal year.

Assessment of Needs

Simultaneous with the review of short-term direction, staff evaluates which tasks need to be accomplished, taking into consideration both long-term and short-term Board direction. Tasks

identified in long-term strategic plans have priority for the associated revenues. New projects or old projects are added or deleted based on direction from the Board of Directors.

Evaluation of Resources

The second phase of the budget process begins in January and involves an analysis of funding sources. Identification of available resources occurs during the fiscal year, but estimates are finalized during the budget development process. Areas of focus include what funds are estimated to be carried over from the current fiscal year, new revenue sources, and growth rates for continuing revenues. As part of the long-term strategic process, bonds are issued. However, they are reflected as other financing sources rather than anticipated revenue for the current year.

Development & Review

The SANBAG bylaws set the fiscal year as beginning July 1 and ending June 30. The budget process is structured to provide for the maximum level of input from SANBAG policy committees and the general public. The SANBAG policy committees are composed of members of the SANBAG Board of Directors and serve as the initial review body of budgeted tasks. Each budgeted task is reviewed by at least one of the SANBAG policy committees: Administrative Committee; Commuter Rail Committee; Mountain/Desert Committee; Major Projects Committee; and Plans and Programs Committee. (See chart entitled *SANBAG Committee Structure Chart*.) Each policy committee reviews the tasks that relate to function areas of committee oversight. They may also request a full budget briefing. A notice of public hearing is published, and there is at least one public hearing relative to the adoption of the budget. Additionally, a full Board workshop is held to provide a better understanding of the proposed budget. Staff develops the budget based on the long-term strategic direction of SANBAG's Board of Directors. Ongoing reviews of the budget allow for timely responsiveness to any significant political, legislative, or economic developments that may occur.

Budget Adoption

The budget is presented to the SANBAG Board of Directors at its June meeting for adoption. Although SANBAG bylaws envisioned adoption by May of each year, it is the practice to adopt the annual budget by fiscal year end.

Budget Roles and Responsibilities

Upon adoption of the fiscal year budget, staff is charged with the on-going responsibility of monitoring actual revenues and expenditures. As deviations to the budget occur, staff revises assumptions and/or requests budget amendments as necessary. Reports are presented to the Board of Directors to communicate compliance with fiscal authority.

Budget involvement includes all SANBAG staff members. Finance staff prepares revenue projections, the administrative budget, and completes set up of SANBAG's budget system for the new fiscal year by February 1. Task managers develop a detailed line item budget and submit them to the Chief Financial Officer by the last day of February. The Chief Financial Officer then compiles the draft budget documents and presents the information to SANBAG's management staff for review. The Executive Director reviews the entire budget for overall consistency with both the short- and long-term strategic direction of the Board of Directors, the appropriateness of funding sources for the identified tasks, and any recommended staffing

changes. Support staff assist in the review and preparation of documents and submit them to the Director of Management Services, the Chief Financial Officer and the Clerk of the Board/Administrative Assistant for finalization.

Budget Amendments

When it becomes necessary to modify the adopted budget, the amendment procedure depends on the type of change that is needed.

I. Administrative Budget Amendments

There are three types of administrative budget amendments that do not result in an increase to the overall program budgets. The first two require approval of the program/task manager. The third requires approval of the Executive Director. The three types include:

1. Transfers from one line item to another within a task budget or changes between tasks within the same program.
2. Reallocation of budgeted salary costs and revenues from one program to another.
3. Substitution of one approved funding source/grant for another approved funding source/grant within a program, not to exceed \$1 million.

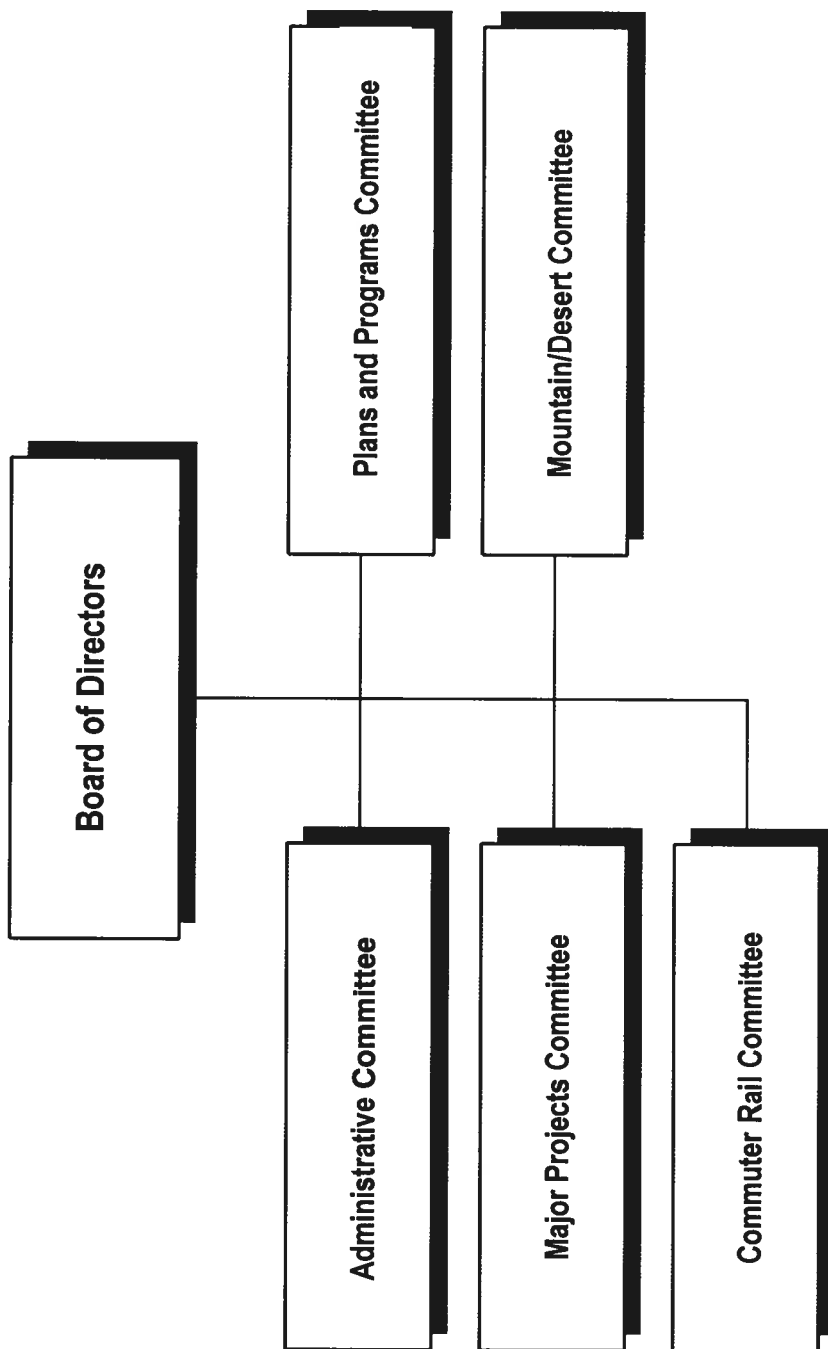
II. Board Approved Amendments

The second type of budget amendment brings about a change in the total expenditures for a program. Examples of these changes include, but are not limited to the following:

1. The acceptance of additional grant monies.
2. The inclusion of expenditures that are projected to exceed budgeted amounts.
3. The re-appropriation of monies/expenditures (excluding SANBAG staff salary costs) from one program to another.

These changes require a budget authorization request and a formal agenda item to be reviewed by the appropriate policy committee and forwarded to the Board of Directors for final approval. If the budget amendment is time sensitive, the authorization request may be submitted to the Board of Directors without policy committee review. The agenda items requesting budget amendments will define the expected funding source and will adhere to the balanced budget requirements. All budget amendments are documented by the Finance Department and are tracked in SANBAG's computerized financial system.

**San Bernardino Associated Governments
Committee Structure Chart
Fiscal Year 2008/2009**



Financial Overview

The following narrative provides definition of the factors instrumental in developing the foundation for SANBAG's Fiscal Year 2008/2009 Budget.

Financial Policies

SANBAG's financial policies, compiled below, set the basic framework for the overall fiscal management of the organization. Operating independently of changing circumstances and conditions, these policies assist the decision-making process of the SANBAG Board of Directors and administration.

Most of the policies represent long-standing principles and practices that have guided SANBAG in the past and have helped maintain financial stability. They are reviewed annually through the auditing process.

Operating Budget Policies

The Board of Directors approves a fiscal year budget containing new revenues and expenditures. Estimated encumbrances are included to provide an overall perspective of total expenditures for the upcoming fiscal year. These estimated encumbrances are presented to the Board for review and formal incorporation into the adopted budget. Actual encumbrances are finalized by the end of the first quarter of the following fiscal year.

1. SANBAG utilizes a decentralized operating budget process, whereby all task managers participate.
2. The budget will be balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and available bond proceeds.
3. SANBAG utilizes encumbrance accounting as an element of control in the formal budgetary integration.
4. No new or expanded contracts will be authorized without implementing trade-offs of expenses or revenues at the same time.
5. Costs of administration will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures.
6. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actuals vary from estimates, and the project is ongoing, adjustments will be made in the mid-year budget process.

Revenue Policies

1. SANBAG establishes general assessment dues amounts for all jurisdictions based on population and net assessed property value. The total dues assessment amount is set at \$101,957 for Fiscal Year 2008/2009 budget.
2. SANBAG will aggressively seek additional federal, state and local funding/grants.
3. Sales tax revenue projections will be revised biannually to ensure use of current and relevant data. Annual amounts may be adjusted by staff to reflect the most current economic trends.

Cash Management Policies

1. SANBAG deposits all funds in a timely manner and at a minimum no less than once a week.
2. Measure I funds are electronically transferred to SANBAG's account to reduce any delays in depositing the funds. When possible, additional sources of revenue will also be electronically transferred.
3. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.
4. Idle funds will be invested per SANBAG's established investment policy emphasizing in order of priority – safety, liquidity, diversification, and a reasonable market ratio of return.

Debt Policies

1. SANBAG will judiciously issue bonds for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden.
2. All bond or note issues will be in accordance with the strategic plan and approved by the Board of Directors.
3. SANBAG will publish and distribute an official statement for each bond issue.
4. SANBAG will meet all disclosure requirements.
5. SANBAG will maintain a 1.3 debt coverage ratio on all senior lien debt.

Investment Policies

1. SANBAG will instruct financial institutions to make investments in accordance with the original indenture and investment policy.

2. SANBAG has engaged the services of an investment advisor who will continue to provide on-going advice on portfolio performance, advice on current investment strategies, cash management, and cash flow projections.
3. SANBAG will present a monthly investment status report to the Board of Directors.

Auditing Policies

1. An independent audit, by a recognized CPA firm, will be performed annually.
2. SANBAG will maintain a strong internal audit capability.
3. SANBAG will produce annual financial reports in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board (GASB).

Estimated Revenues

The revenue for Fiscal Year 2008/2009 is projected at \$349,283,563. A visual representation of revenues is presented in a chart labeled *Estimated Revenues Schedule*. Additionally, detail of anticipated revenues is presented in this section of the budget on a table entitled *Estimated Revenues*. SANBAG maintains a General Fund (General Assessment Dues and other Local Revenues) and a Special Revenue Fund (Local Transportation Fund (LTF)-Planning & Administration, LTF/State Transit Assistance Fund (STAF)-Rail, LTF/STAF-Pass Through, Grants, Vehicle Registration Fees, and all portions of the Measure I Program). Because the majority of the revenue received by SANBAG is classified as special revenue, treatment of the revenue and the expenditures is detailed in this budget and summarized on the Budget Summary schedule.

Measure I (Half-Cent Transactions and Use Tax)

In November 1989, San Bernardino County voters approved passage of Measure I authorizing the San Bernardino County Transportation Authority to impose a half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of twenty years. SANBAG, acting as the Authority, is authorized to administer the programs as described in the Measure.

Measure I identified six separate subareas of the county for the purpose of revenue allocation: Colorado River Subarea, Morongo Basin Subarea, Mountains Subarea, North Desert Subarea, Victor Valley Subarea, and the San Bernardino Valley Subarea. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for Major Projects, Arterial Projects, Commuter Rail, Elderly and Handicapped Transit, and Traffic Management and Environmental Enhancement Programs. The Mountain/Desert Subarea includes allocations for Regional/Arterials, Local Streets, and Elderly and Handicapped Transit. Revenue generated in each subarea is returned to that subarea for projects identified in their five year capital improvement plans. Revenue from the tax can only be used for transportation improvement and traffic management programs as authorized in the Measure and the Expenditure Plan as set forth in Ordinance No. 89-1.

Proper planning calls for continual assessment of the status of projects managed by SANBAG. Revenues determine what can be completed and when. SANBAG has made it a practice to regularly update its revenue projections. SANBAG has engaged the services of an investment advisor and financial advisor. Additionally, SANBAG has utilized the services of an economist to prepare, and update as needed, an economic forecast of annual taxable retail sales for the county through the year 2010 to assist SANBAG in the forecasting of its future funding and bonding needs.

Although the actual growth rates for Measure I revenues for Fiscal Year 2005/2006 was well above expected forecasts, Fiscal Year 2006/2007 actual revenues remained flat, increasing less than 1% over Fiscal Year 2005/2006. Actual Fiscal Year 2007/2008 revenues currently reflect a decrease of 4% over Fiscal Year 2006/2007 revenues for the same period. At this time, it is estimated that Measure I revenues for Fiscal Year 2008/2009 will show a 6.1% decrease.

SANBAG has chosen to remain conservative and has not budgeted Measure I tasks to their full potential. This strategy should provide a hedge against the current fluctuations in the transactions and use tax. Projects could be delayed to offset any projected deficits, but this usually is not in the best interest of the agency. Delays in construction and purchase of right of way can be costly. SANBAG continuously searches for additional funding sources to supplement the program. Staff has successfully reduced overall costs of the program by monitoring the status of the projects closely. Additionally, Measure I revenue is eligible to be pledged against bond proceeds.

Local Transportation Fund

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the "Mills-Alquist Deddeh Act," also known as the Transportation Development Act, Public Utilities Code Section 99200. Revenues to the Local Transportation Funds are derived from the quarter cent of the 7.75% cent retail sales tax collected countywide. The quarter cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. There is a three-step process for disbursement of these funds: (1) apportionment, (2) allocation, and (3) disbursement. One step does not always imply or require the next. Annually, SANBAG, acting as the Transportation Planning Agency (TPA), determines each area's apportionment of the anticipated Local Transportation Funds. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area. Allocation is the discretionary action by SANBAG that designates funds to a specific claimant for a specific purpose. Disbursement is authorized by allocation instructions issued by SANBAG, which may call for payment in a lump sum, installments, or as funds become available. After determining amounts allocated for planning and administrative purposes, funds are allocated for pedestrian/bicycle projects, support of transit operation and capital projects and in the mountain/desert region for street and road improvements. In addition to the role of administrator for LTF, SANBAG is a recipient of Local Transportation Funds for planning, fund administration, and the commuter rail programs in the amounts of \$2,284,200, \$550,000 and \$10,600,200 respectively. Refer to program budgets Regional & Quality of Life Program, Subregional Transportation Planning Program, Transit/Commuter Rail Program and Transportation Programming and Fund Administration Program for detail. Columns on the Budget Summary schedule define the expenditures that will be supported by this funding.

The LTF funding growth rate for Fiscal Year 2008/2009 has been estimated at 0%. These funds often grow at a rate comparable to Measure I. Should the funds not increase at the expected rate, the apportionment will be revised.

State Transit Assistance Fund

The TDA provides for a second source of revenue: the State Transit Assistance Fund (STAF). These revenues are derived from a portion of the sales tax applied to the purchase of gasoline and diesel and are appropriated annually by the State Legislature. STAF revenue is allocated by the State Controller pursuant to a formula that considers County population and the ratio of passenger fares and local support of each eligible transit operator in the County to the State total population and total fares and local support for all eligible transit operators in the State. As a member of the Southern California Regional Rail Authority, SANBAG will receive an allocation of \$1,118,600 for capital projects in the commuter rail program. Refer to program budget Transit/Commuter Rail Program for detail. Columns on the Budget Summary schedule define the expenditures that will be supported by this funding.

Local Fund

General Assessment Dues - SANBAG annually collects dues from its member jurisdictions as authorized in the joint powers agreement, that are intended to fund SANBAG activities related to issues of mutual concern to the general membership. Dues are levied by a formula whereby one-half of the assessment is based on population and the other one-half is based on the assessed valuation of each member jurisdiction. The total amount of the general dues assessment is \$101,957. Of that amount, \$28,653 is utilized to support Intergovernmental Relations and the balance is set aside for Council of Governments new initiatives. These funds will remain in a set aside task until they are allocated by Board action. Detail for the estimated dues is presented on a table entitled ***SANBAG General Assessment Dues Estimated Calculation*** in the Financial Section.

Local Reimbursement – Several agencies have participated in programs administered by SANBAG and have entered into agreements to reimburse SANBAG for those activities and services that fall within the respective jurisdictions. Types of reimbursements that are included in this classification are those related to the Freeway Constructino Program, Congestion Management Program, the Freeway Service Patrol Program, and reimbursement for statistical data. These anticipated reimbursements will fund the proposed corresponding activities.

Vehicle Registration Fees

In accordance with Section 2550-2557 of the California Streets and Highways Code, the County of San Bernardino and a majority of the cities representing a majority of the population within the incorporated territory approved the formation of a Service Authority for Freeway Emergencies (SAFE) and designated SANBAG as that agency in 1986. Under the auspices of SAFE, SANBAG administers a program that currently provides approximately 1,400 call boxes on state freeways and highways within San Bernardino County. Approximately 15,000 calls are placed from call boxes throughout the county each year. Spacing between individual call boxes ranges from one-quarter mile intervals in high volume traffic areas to two mile intervals in more remote locations. The vehicle registration fees support the related expenditures of the cellular service for the call boxes program and its related operating and capital expenses. Refer to the program budget for Regional & Quality of Life Programs for detail.

Grants/Special Revenue

In accordance with SANBAG's revenue policy to obtain grants, reflected in this budget are the following grants: Congestion Mitigation and Air Quality; Surface Transportation Program; Transportation Enhancements; Congressional Authorizations; State Transportation Improvement Program; Planning, Programming, and Monitoring; Longer Life Pavement; Traffic Congestion Relief Program; Federal Overall Work Program planning funds through SCAG; and, Federal Transit Administration Section 5307 and 5309 funds for passenger rail projects. The amounts of the grants and the tasks that they will fund are represented in the column labeled "Grants" on the table entitled Budget Summary contained in the Program Summary of this budget. The SANBAG Board has authorized the use of Measure I funds to fund costs of programs and projects expected to be reimbursed to SANBAG under an approved funding agreement. These grants are project specific; if funding is not received, these individual projects are postponed until alternative funding can be found. Narrative on the primary grants is as follows:

Congestion Mitigation and Air Quality - With the development of the Congestion Mitigation/Air Quality (CMAQ) funding program, the federal government has recognized that air quality problems and highway congestion are linked. The CMAQ program provides funding to areas of the country that have serious air quality challenges such as the South Coast and Mojave Desert Air Basins of Southern California. CMAQ funds must be spent on projects that help reduce ozone, carbon monoxide or particulate pollution and include construction of high occupancy vehicle (HOV) lanes on freeways, public transit bus purchases, rail transit capital improvements, and regional projects or programs that serve to reduce congestion and improve air quality.

The SANBAG Board of Directors has historically allocated the majority of CMAQ funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the CMAQ dollars in the SANBAG budget reflect only a portion of the funds that SANBAG administers. The total amount of CMAQ funds allocated by the SANBAG Board of Directors is outlined in the State and Federal Transportation Fund Allocation Responsibilities section of this budget document. SANBAG is the recipient of CMAQ funds for construction of HOV lanes, regional trip reduction strategies, and regional signal coordination programs.

Surface Transportation Program – The Surface Transportation Program (STP) provides flexible federal funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intercity and intra-city bus terminals and facilities. The SANBAG Board of Directors has historically allocated STP funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the STP dollars in the SANBAG budgets reflect only a portion of the funds that SANBAG administers. The total amount of STP funds allocated by the SANBAG Board of Directors is outlined in the State and Federal Transportation Fund Allocation Responsibilities section of this budget document. SANBAG is the recipient of STP funds for the implementation of Measure I Major Projects.

Transportation Enhancement Program - The Transportation Enhancement (TE) Program provides federal funding for projects that enhance the quality of life in and around the transportation system. These projects must have a direct relationship to the transportation system and must be over and above the normal project or what is required for the mitigation of transportation projects pursuant to the National Environment Policy Act and California Environmental Quality Act. The SANBAG Board of Directors has historically allocated the

majority of TE funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the TE dollars in the SANBAG budgets reflect only a portion of the funds that SANBAG administers. The total amount of TE funds allocated by the SANBAG Board of Directors is outlined in the State and Federal Transportation Fund Allocation Responsibilities section of this budget document. SANBAG is the recipient of TE funds for landscaping and beautification projects along the Measure I Major Projects.

Congressional Authorizations - The United States Congress authorizes federal funding for a large number of transportation programs and facilities identified as Projects of Regional and National Significance (PRNS), High Priority Projects (HPP), and Transit Projects. The total amount of authorized funds is outlined in the State and Federal Transportation Fund Allocation Responsibilities section of this budget document. In this fiscal year SANBAG is the recipient or administrator of HPP funds for various interchange projects.

State Transportation Improvement Program - In 1997 the State Legislature and Governor enacted Senate Bill 45, fundamentally changing how California funds transportation projects in the State Transportation Improvement Program (STIP). SB 45 divided the STIP into two distinct categories: the Regional Improvement Program (RIP), funded from 75% of the funds available, and the Interregional Improvement Program (IIP), funded from the remaining 25% of STIP funds available. SANBAG nominates a program of projects for the regional share and Caltrans nominates a program of projects for the interregional share. These programs must be approved and allocated by the California Transportation Commission. SANBAG is the recipient of RIP and IIP funds for Measure I Major Projects and various interchange and grade separation projects.

Planning, Programming and Monitoring – SB 45 changed many of the rules which govern the development and monitoring of the Regional Transportation Improvement Program (RTIP). The RTIP is the primary means of implementing the regional policies and objectives of the Regional Transportation Plan (RTP) through a precise list of projects and funding to be accomplished within the county. Enactment of SB 45 allows local policy makers to establish the transportation priorities for inclusion in the STIP. As part of that process, SANBAG receives RIP funds to provide for increased programming and monitoring responsibilities as authorized in SB 45.

Traffic Congestion Relief Program – The Traffic Congestion Relief Program (TCRP) was signed into law by then-Governor Gray Davis in July 2000 under Assembly Bill 2928. This program authorized \$4.9 billion in State funds through 2006 for complete or partial funding of 141 projects statewide that were intended to relieve congestion, provide safe and efficient movement of goods, and provide connections between various modes of travel. The recent State fiscal crisis has caused delay to many of these projects. SANBAG is the recipient of TCRP funds for Measure I Major Projects and various interchange and grade separation projects.

Debt Summary

Debt Financing

SANBAG's debt program exists to support Measure I project completion. Within Measure I, debt has been used to finance rail projects and capital projects rather than other planning and programming activities. SANBAG's authority to use debt was embodied within the Measure I Ordinance No. 89-1. SANBAG has made prudent use of its debt capacity: although Measure I permitted \$500 million par amount of bonds, the maximum par amount outstanding has not exceeded \$234.4 million.

SANBAG currently has four sales tax revenue bond issues outstanding. The bonds are limited obligations of SANBAG and are payable from and secured by a pledge of a portion of the revenues from the imposition of a half-cent retail transactions and use tax imposed in the incorporated and unincorporated territory of the County of San Bernardino. The transaction and use tax was imposed commencing April 1, 1990, and remains in effect through March 31, 2010, in accordance with the provisions of the Measure and Ordinance No. 89-1. Ordinance No. 89-1 became effective following a public referendum and is to provide for the construction, maintenance, improvement and operation of local streets, roads and highways, state highways and freeways, and public transit systems. Also included are expenditures for planning, environmental reviews, engineering, design costs and related right-of way acquisition, and debt service on bonds and expenses in connection with the issuance of bonds.

SANBAG has adopted a strategic plan for the Measure I Major Projects portion of the Measure I Program. The related Major Projects Measure I Cash Flow Plan for this program, through the year 2010, receives continuing policy review. Additional oversight is provided by staff and SANBAG's financial advisor that includes analysis of revenues and sizing/timing of bond issues. SANBAG's investment advisor also provides direction for investment of bond proceeds as it relates to safety, liquidity, diversification, and a reasonable market ratio of return. Acceleration of the Measure I Major Projects Program and the scheduled advanced construction of various sound walls and interchanges cannot be completely offset by current revenues. As of this writing, SANBAG has no current plans to issue additional bonds or to refinance.

Following is the detail for SANBAG's outstanding bond issues:

Sales Tax Revenue Bonds, 1996 Series A - Original Issue of \$60,035,000. As of June 30, 2007, the remaining issue consists of \$17,465,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates of 6.25%. This issue was for the purposes of restructuring prior debt and to fund capital projects as defined by the strategic plan. The prior debt was used for capital projects.

Sales Tax Revenue Bonds, 1997 A - Original Issue of \$65,000,000. As of June 30, 2007, the remaining issue consists of \$28,680,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates from 4.875% to 5.25%. Proceeds from this issue were used to fund capital projects as defined by the strategic plan.

Sales Tax Revenue Bonds, 2001 A – Original Issue of \$85,000,000. As of June 30, 2007, the remaining issue consists of \$31,940,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates from 3.75% to 5%. Proceeds from this issue were used to fund capital projects as defined by the strategic plan.

Sales Tax Revenue Bonds, 2001 B – Original Issue of \$47,020,000. As of June 30, 2007, the remaining issue consists of \$28,670,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates of 4.0%. This issue was for the purposes of restructuring prior debt. The prior debt was used for capital projects.

Debt Service Schedule

General Long Term Debt			
Year	Principal	Interest	Total
2008	33,875,000	5,146,594	39,021,594
2009	35,500,000	3,453,006	38,953,006
2010	37,380,000	1,833,156	39,213,156
Total	106,755,000	10,432,756	117,187,756

General Long Term Debt				
	Year	Total	Principal	Interest
This Year's Requirement	2008	39,021,594	33,875,000	5,146,594
Maximum Requirement	2010	39,213,156	37,380,000	1,833,156

Debt Capacity Analysis

SANBAG is legally prohibited from issuing additional parity debt if its debt coverage ratio is less than 1.3 to 1 on all senior debt. SANBAG has adopted a policy to not issue any additional bonds if the debt service coverage ratio would be less than 1.3.

The primary objective in debt management is to keep the level of indebtedness within available resources. SANBAG does not control the Measure I revenue stream, but budgets expenditures based on a conservative anticipated revenue growth rate and available bonding capacity.

The Measure I Ordinance No. 89-1 identifies an allocation formula for the Valley and a separate allocation formula for the Mountain Desert. In addition to the Valley's pledge of its share of the transaction and use tax revenue to the payment of bonds, each jurisdiction in the Mountain/Desert also has the authority to pledge.

The current year's pledged revenue divided by current year debt service provides 2.2 times coverage and the prior year's pledged revenues divided by maximum annual debt service provided 2.2 times coverage. Actual receipts for the current fiscal year are below the projected amounts. Economic indications are that Measure I growth will continue to decrease, at least through fiscal year 2009. SANBAG will take steps to insure that coverage does not drop below the 1.3 coverage ratio in the final years of Measure I. Prior to a new issue, the coverage is reviewed to insure that it will not be less than 1.3 for all senior debt.

MAJOR PROJECTS MEASURE I CASH FLOW PLAN

FISCAL 08/09 BASELINE PLAN
April 2008

		FISCAL YEARS													10/11	11/12	12/13	TOTAL
		DOLLARS IN MILLIONS																
		PROGRAM ENDS 3/10 -->																
	PTD	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10					
YEARLY BEGINNING BALANCE		81.3	70.6	35.9	87.0	70.1	75.3	81.7	104.5	125.3	104.9	103.3	87.4	71.9	37.9	21.3		
PROJECTED REVENUE																		
MEASURE I REVENUE/INTEREST	453.8	45.2	46.8	140.5	55.7	57.6	67.1	88.7	98.4	90.3	87.3	78.5	57.4	0.0	0.0	0.0	1,367.3	
FEDERAL (CMAQ, STPL)							2.2	10.2	18.5	32.1	20.9	52.0	55.5	54.2	8.4	1.5	255.5	
STATE (RIP, TCRP, CMIA)							25.3	43.6	56.0	21.8	48.9	48.8	122.1	110.1	106.5	52.2	635.1	
MISC							0.5	2.1	2.3	3.6	3.3	43.9	38.5	17.8	21.3	11.1	144.5	
PRIOR YRS FEDERAL, STATE	38.3	7.4	12.5	17.3	74.9	45.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	196.0	
SUBTOTAL MEASURE I	492.1	52.6	59.3	157.8	130.6	103.2	95.1	144.6	175.1	147.8	160.4	223.1	273.5	182.1	136.2	64.8	2,598.4	
NEW MEASURE I ADVANCE REPAYMENT														0.0	20.0	25.3	45.3	
TOTAL FUNDING	492.1	52.6	59.3	157.8	130.6	103.2	95.1	144.6	175.1	147.8	160.4	223.1	273.5	182.1	156.2	90.1	2,643.7	
PROJECT EXPENDITURES																		
I-10 PROJECTS	29.8	14.6	11.4	1.4	2.3	3.0	12.5	15.7	18.8	22.7	24.1	11.3	16.4	26.0	0.1	0.0	210.1	
SR 210 PROJECTS	67.3	19.3	50.6	74.3	100.4	53.7	26.7	43.4	70.4	66.7	19.3	8.5	39.8	39.1	27.1	7.5	714.2	
I-215 PROJECTS	0.0	0.0	0.1	0.1	0.9	2.8	4.7	19.4	20.2	33.2	61.4	114.2	139.0	134.0	138.4	74.0	742.3	
INTERCHANGES/GRADE SEP PROJ.	0.0							0.0	2.5	4.2	13.2	50.1	30.8	7.5	0.0	0.0	108.3	
PROJECT MGMT/REMAINING PROJECTS	222.8	7.8	10.3	9.3	9.9	5.3	6.5	5.0	4.3	3.2	2.5	2.4	2.5	1.9	0.9	0.6	295.2	
DEBT SERVICE	90.9	21.6	21.6	21.6	34.0	33.2	38.3	38.3	38.2	38.0	38.0	38.2	44.0	0.0	0.0	0.0	495.9	
SUBTOTAL MEASURE I	410.8	63.3	94.0	106.7	147.5	98.0	88.7	121.8	154.3	168.1	158.5	224.7	272.5	208.5	166.5	82.1	2,566.0	
ADVANCED PROJECTS																		
I-15/I-215 DEVORE IC											1.5	2.8	2.4	0.8	0.0	0.0	7.5	
CHERRY IC											0.0	1.0	6.4	0.0	0.0	0.0	7.4	
GRADE SEPARATIONS											0.0	4.5	5.3	6.6	6.4	0.0	22.8	
I-10 HOV HAVEN TO FORD											2.0	6.1	2.4	0.3	0.0	0.0	10.7	
SUBTOTAL ADVANCED	0.0	0	0	0	0	0	0.0	0.0	0.0	0.0	3.5	14.4	16.5	7.7	6.4	0.0	48.4	
TOTAL COSTS	410.8	63.3	94	106.7	147.5	98	88.7	121.8	154.3	168.1	162.0	239.1	289.0	216.1	172.9	82.1	2,614.4	
REVENUE OVER (UNDER) EXPENDITURES		(10.7)	(34.7)	51.1	(16.9)	5.2	6.4	22.8	20.8	(20.3)	(1.6)	(15.9)	(15.5)	(34.0)	(16.7)	8.1		
YEARLY ENDING BALANCE	81.3	70.6	35.9	87.0	70.1	75.3	81.7	104.5	125.3	104.9	103.3	87.4	71.9	37.9	21.3	29.3		

17-Apr-08

PLAN ASSUMPTIONS

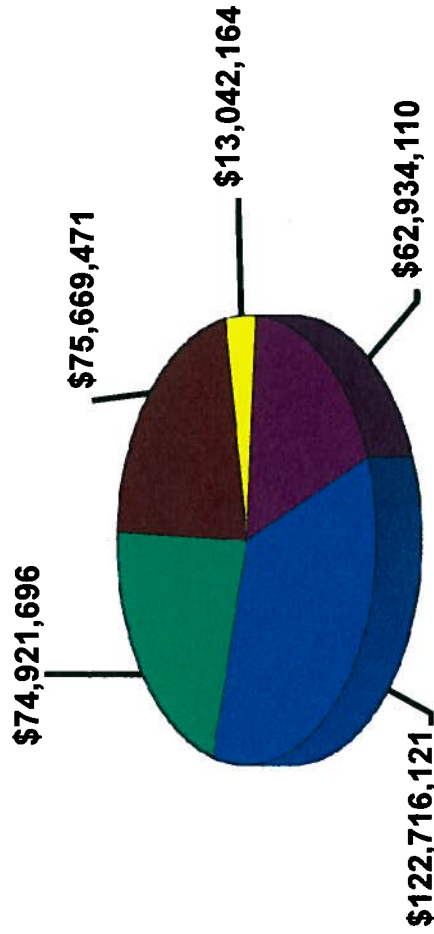
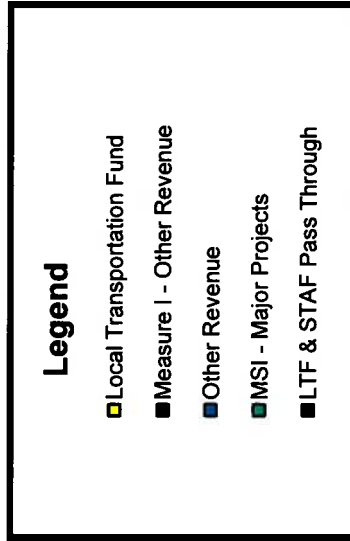
- ◆ Based on 2006 STIP and proposed 2008 STIP funding request
- ◆ All available current TEA-21 CMAQ (03/04 - 08/09) for six years, six years of STPL (03/04 - 08/09), one year of Unprogrammed STPL (09/10) on I-215, No new Federal or State Funding shown for fiscal years 10/11, 11/12 or 12/13.
- ◆ TCRP funding for I-10 Median deferred to 08/09 with Letter of No Prejudice for using upfront Measure funding for construction
- ◆ TCRP fully funded and new allocations given in 08/09 for I-10 Median
- ◆ Includes CMIA funding from proposition 1B and STIP augmentation funding from Prop 1B
- ◆ Sufficient OA available in fiscal years as needed

San Bernardino Associated Governments

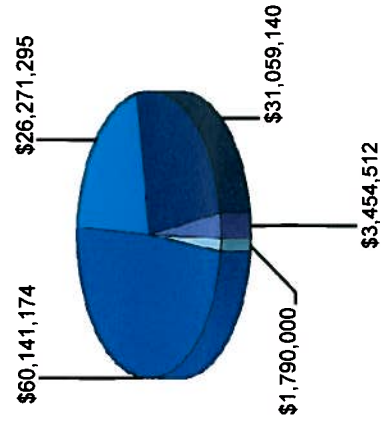
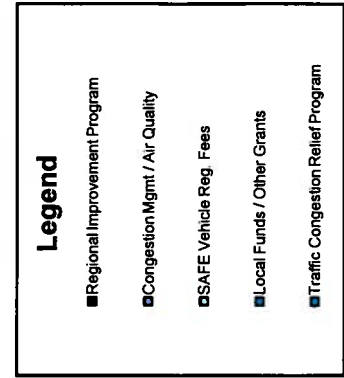
Estimated Revenues \$349.3 Million

Fiscal Year 2008/2009

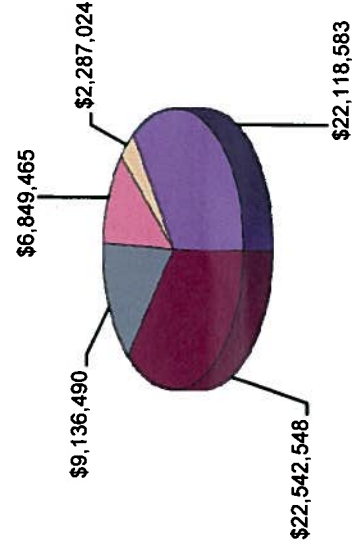
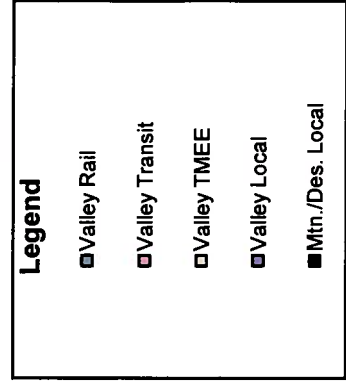
Estimated Revenues (2008-2009)



Detail of Other Revenue



Detail of Measure I - Other



San Bernardino Associated Governments
Estimated Revenue Schedule
Fiscal Year 2008/2009

Category of Revenue	Actual FY 2006/2007	Budget As Of 2/7/2008	Estimated FY 2008/2009
Congestion Mitigation And Air Quality	19,967,552	17,924,776	3,454,512
Federal Demonstration Funds	217,984	100,000	61,154
Freeway Service Patrol	1,117,566	1,272,539	1,330,000
Local Transportation Fund – Administration	300,000	350,000	550,000
Local Transportation Fund – Planning	2,428,490	2,643,516	2,511,664
Local Transportation Fund – Rail	9,183,310	12,324,000	9,980,500
Local Funds	1,300,637	9,267,215	41,589,222
Planning, Programming & Monitoring	570,000	570,000	1,200,000
Rail Asset	1,164,616	290,000	156,000
Rail – Speedway Ticket Sales	448,643	243,000	144,000
Regional Improvement Program	0	0	31,059,140
SAFE Vehicle Registration Fees	1,659,519	1,738,000	1,790,000
State Transit Assistance Fund – Rail	335,000	1,300,303	1,100,000
Surface Transportation Program	12,946,024	8,141,000	2,245,798
Transportation Enhancement Activities	1,051,842	0	1,580,000
Interregional Improvement Program	678,880	472,000	730,000
Longer Life Pavement	271,935	0	445,000
Traffic Congestion Relief Program	6,662,125	21,903,000	26,271,295
Overall Work Program	34,313	0	0
Other Grants	23,492	0	9,560,000
Sub-Total	60,361,928	78,539,349	135,758,285
Local Transportation – Pass Through	78,833,385	72,799,679	65,533,332
State Transit Assistance Fund – Pass Through	19,935,558	23,314,740	10,136,139
Sub-Total	98,768,943	96,114,419	75,669,471
Measure I – Major Projects	118,150,390	65,184,206	61,211,158
Measure I – Valley Arterial	36,570	14,167,920	13,710,539
Measure I – Valley Rail	0	9,441,252	9,136,490
Measure I – Valley E & H Transit	7,073,764	7,077,917	6,849,465
Measure I – Valley TMEE	1,874,623	2,363,334	2,287,024
Measure I – Valley Local Pass-Through	23,053,815	22,577,225	20,926,830
Measure I – Mountain/Desert Pass-Through	25,262,712	24,077,164	22,317,123
Measure I – Administration	1,399,233	1,463,525	1,417,179
Sub-Total Measure I	176,851,107	146,352,543	137,855,808
TOTALS	335,981,977	321,006,312	349,285,563

**San Bernardino Associated Governments
General Assessment Dues Calculation
Fiscal Year 2008/2009**

Jurisdiction	Pop. 2007	% of Total Pop.	Assessed Value Before RDA 2007	% of Total Value	Avg. % Pop. & Value	FY 2008 Amount	FY 2009 Amount	Var.
Adelanto	27,139	1.338%	\$2,220,648,441	1.277%	1.308%	\$1,226	\$1,333	\$107
Apple Valley	70,297	3.466%	\$5,441,204,794	3.129%	3.297%	\$3,091	\$3,362	\$271
Barstow	23,943	1.181%	\$1,180,934,285	0.679%	0.930%	\$872	\$948	\$76
Big Bear Lake	6,207	0.306%	\$2,847,937,641	1.637%	0.972%	\$911	\$991	\$80
Chino	81,224	4.005%	\$8,471,846,848	4.871%	4.438%	\$4,160	\$4,525	\$365
Chino Hills	78,668	3.879%	\$8,560,393,493	4.922%	4.401%	\$4,125	\$4,487	\$362
Colton	51,797	2.554%	\$2,943,839,342	1.693%	2.123%	\$1,990	\$2,165	\$175
Fontana	181,640	8.957%	\$14,655,513,019	8.427%	8.692%	\$8,147	\$8,862	\$714
Grand Terrace	12,380	0.610%	\$819,076,699	0.471%	0.541%	\$507	\$551	\$44
Hesperia	85,876	4.234%	\$5,942,398,057	3.417%	3.826%	\$3,586	\$3,900	\$314
Highland	52,186	2.573%	\$3,180,770,027	1.829%	2.201%	\$2,063	\$2,244	\$181
Loma Linda	22,451	1.107%	\$1,637,513,189	0.942%	1.024%	\$960	\$1,044	\$84
Montclair	36,622	1.806%	\$2,523,974,563	1.451%	1.629%	\$1,527	\$1,660	\$134
Needles	5,759	0.284%	\$327,322,134	0.188%	0.236%	\$221	\$241	\$19
Ontario	172,701	8.516%	\$18,053,650,049	10.380%	9.448%	\$8,856	\$9,633	\$777
Rancho Cucamonga	172,331	8.498%	\$19,639,108,767	11.292%	9.895%	\$9,275	\$10,088	\$813
Redlands	71,375	3.519%	\$7,213,928,489	4.148%	3.834%	\$3,594	\$3,909	\$315
Rialto	99,064	4.885%	\$6,116,090,563	3.517%	4.201%	\$3,938	\$4,283	\$345
San Bernardino Twentynine Palms	205,010	10.109%	\$11,296,833,686	6.495%	8.302%	\$7,782	\$8,465	\$682
Upland	75,169	3.707%	\$6,858,887,111	3.944%	3.825%	\$3,586	\$3,900	\$314
Victorville	102,538	5.056%	\$9,444,759,702	5.431%	5.243%	\$4,915	\$5,346	\$431
Yucaipa	51,784	2.553%	\$3,702,586,593	2.129%	2.341%	\$2,195	\$2,387	\$192
Yucca Valley	21,044	1.038%	\$1,527,497,249	0.878%	0.958%	\$898	\$977	\$79
County	295,978	14.594%	\$28,550,194,086	16.416%	15.505%	\$14,534	\$15,808	\$1,274
	2,028,013	100%	173,920,150,522	100%	100%	\$93,737	\$101,957	\$8,220

NOTES:

- 1) Population Source: Most recent Measure I population data, which is the Department of Finance estimate as of January 1 reconciled to the total population for San Bernardino County.
- 2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2007.
- 3) These calculations are based on the most recent data received from the County of San Bernardino.
- 4) Assessed valuation of jurisdiction includes properties within redevelopment areas.

San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2008/2009

Line Items	2006/07 Actual	2007/08 Budget As of 2/7/08	2008/2009 Proposed
Salaries	631,336	722,208	824,053
Fringe Allocation	530,772	613,817	475,754
Auditing	89,700	110,000	63,000
Building	242,313	370,000	254,430
CNG Van	2,445	2,000	2,600
Communication	42,384	50,000	51,000
Consulting Fees	4,125	25,000	25,000
County Charges	38,947	50,000	121,000
Fixed Assets	0	120,000	0
Insurance	500,906	475,000	501,000
Inventorial Equipment	43,333	58,000	13,600
IT Prof Services & Software	65,485	405,000	498,000
IT Hardware	10,610	47,000	47,000
Maintenance of Equipment	4,560	26,000	23,000
Meeting Expense	5,840	7,966	6,400
Mileage Reim/Nonemployee	709	7,000	0
Mileage Reim/Sanbag Only	0	5,000	800
Office Expense	49,981	80,500	52,300
Postage	6,114	20,000	6,400
Printing/Public Info. Act.	68,029	10,400	48,700
Professional Service	201,560	215,000	77,900
Records Storage	12,419	9,000	13,040
Training	8,365	24,000	14,710
Travel Air	537	4,000	600
Travel Allowance	46,799	50,000	49,200
Travel-Other	22,358	9,000	25,500
Utilities	56,842	45,000	59,684
Total New Budget	\$0	\$ 0	\$3,254,671
Total Actual/Planned Budget	\$ 2,686,469	\$ 3,560,891	\$ 3,254,671

PROGRAM SECTION

Program Overview

The 2008/2009 SANBAG budget is organized into six distinct program areas containing new budget requirements of \$303,153,590. New budget requirements and estimated encumbrances from Fiscal Year 2007/2008 equate to a total estimated budget of 426,394,279 for 2008/2009. Within these program areas, ninety-eight specific tasks are budgeted. The table below lists the six programs contained in the SANBAG budget which direct the financial and human resource expenditures of the agency for the 2008/2009 budget year.

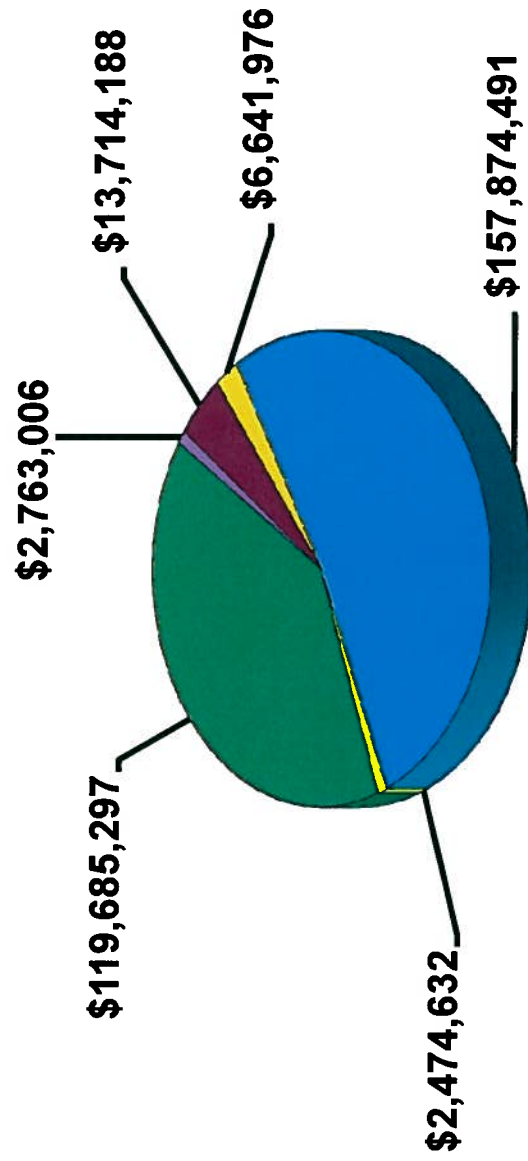
SANBAG Program Budgets			
	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances	\$0	\$0	\$123,240,689
Regional & Quality of Life Program	5,428,282	7,004,034	6,641,976
Subregional Trans. Planning & Programming	5,284,358	9,518,618	2,763,006
Project Development Program	158,547,287	197,546,150	157,874,491
Transit/Commuter Rail Program	12,512,942	32,925,167	13,714,188
Transportation Program & Fund Administration	118,867,409	139,450,987	119,685,297
Program Support/Council of Governments	1,658,546	2,906,867	2,474,632
Total New Budget	\$0	\$0	\$303,153,590
TOTAL	\$302,298,824	\$389,351,823	\$426,394,279

The pie chart entitled *Budgeted Expenditures* is a graphic representation of the expenditures contained in this budget depicted by program. It is notable that over 96% of the total new expenditures will fall into the Project Development, Transit/Commuter Rail, and Transportation Program and Fund Administration Programs for the new budget activity. These three programs include the substantial investments by SANBAG in highway construction, commuter rail operations and pass-through funds for local transit and street improvements within San Bernardino County.

Total budgeted expenditures for Fiscal Year 2008/2009 of \$426,394,279 show a 9.5% increase from Fiscal Year 2007/2008 budgeted expenditures of \$389,351,823.

A complete listing of the tasks contained in the six programs is included in this section of the budget document on the table entitled *Task Listing Fiscal Year 2008/2009*.

San Bernardino Associated Governments
Budgeted Expenditures \$303.1 Million
Fiscal Year 2008/2009



Legend

- Transportation Program & Fund Administration
- Subregional Transportation Planning & Programming
- Transit / Commuter Rail Program
- Regional & Quality of Life Program
- Project Development Program
- Program Support / Council of Governments

Regional and Quality of Life Program Budget

The Regional and Quality of Life Program represents those tasks relating to policies and projects of a regional scope, generally extending beyond San Bernardino County boundaries to adjoining counties and the region. This program budget includes continuation of tasks related to inter- and intra-county ridesharing, improvement of air quality, the call box program, regional planning, and development of San Bernardino County policies in the context of regional issues.

		Regional & Quality of Life Program		
		Task Listing		
		2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances		\$0	\$0	\$89,852
10109000	Air Quality Planning	57,996	70,187	77,654
10209000	Air Quality Implementation	57,801	76,293	90,852
11009000	Regional Transportation Planning	91,918	80,536	82,692
11109000	Freight Movement	238,555	230,573	210,077
11209000	Regional Growth Forecast Develop.	336,416	228,276	83,553
11609000	Inland Trans. Corridor Plan/CETAP	8,996	29,128	24,980
40609000-A	Rideshare Management	196,160	877,690	810,299
40609000-B	Inland Empire Commuter Services	324,957	426,600	466,900
40609000-C	Rideshare Incentive Programs	624,492	627,100	665,001
40609000-D	Regional Rideshare Programs	185,101	279,000	301,868
70209000	Call Box System	1,744,092	1,878,855	1,539,877
70409000	Freeway Service Patrol/State	1,466,482	1,585,874	1,689,167
70609000	Intelligent Transportation System	39,925	104,447	105,964
70709000	Freeway Service Patrol/SR60/I-215	0	400,931	400,931
81209000	Clean Fuels Implementation	55,391	108,544	92,161
Total New Budget		\$0	\$0	\$6,641,976
Total Actual/Planned Program Budget		\$5,428,282	\$7,004,034	\$6,731,828

This program contains several generic tasks that relate to SANBAG staff participation in the regional planning process of an on-going nature. Air Quality provides for several staff members to participate with both the South Coast Air Quality Management District (SCAQMD) and the Mojave Desert Air Quality Management District (MDAQMD) in the development of rules and implementation of programs, particularly in the area of mobile source emission reduction.

This program of tasks provides for active participation of SANBAG staff and Board of Directors with the Southern California Association of Governments (SCAG), as well as other regional organizations. Of particular importance is participation in regional decision-making processes and on the various committees. Cooperative work with SCAG, Western Riverside Council of Governments (WRCOG) and Riverside County Transportation Commission (RCTC) provides support to other goods movement studies and SCAG modeling efforts. The study includes participation from the respective city and county member agencies, the California Trucking

Association and other interested parties. The SANBAG role is to coordinate the activities of the project steering committee, provide guidance to the consultant in collection of data, review collected data and analysis results, and provide comments on consultant products.

Several tasks included in this program relate to ridesharing activities, which are essential to gaining maximum utility from highway investments and to insuring programmatic support for the high-occupancy vehicle lane investments. Ridesharing outreach and incentive programs serving San Bernardino County residents are managed by SANBAG staff through contractors operating in both San Bernardino and Riverside Counties.

This program also includes a number of tasks which are funded by SCAG for studies on high priority issues related to both highway and aviation goods movement affecting San Bernardino County. In some cases, the contractors performing the work are paid through SCAG, although the project is managed by SANBAG staff. The SANBAG budget reflects only SANBAG staff costs that are contributed as match to the SCAG funded project.

The Regional and Quality of Life Program tasks serve to meet the Board approved SANBAG goals by funding SANBAG staff involvement in specific planning activities necessary for inclusion of priority projects in the regional plans of the metropolitan planning agency and the air quality management districts. They also promote cooperative program planning and implementation with regional partners where effectiveness and economies can be achieved.

Subregional Transportation Planning and Programming Budget

This program represents the continuing responsibilities of the agency relative to comprehensive transportation planning, congestion management, modeling and forecasting, and focused transportation study efforts. The tasks within this program relate to planning and services that are delivered within the County of San Bernardino.

Of primary importance in this program is the valley wide signal coordination program. Phased implementation of the San Bernardino Valley Coordinated Traffic Signal System Plan was adopted to upgrade and coordinate nearly 1,000 traffic signals on regionally significant arterial segments to achieve inter jurisdictional coordination throughout the Valley area. Additionally, there is a task which provides for activities related to meeting State and Federal data collection and monitoring requirements for transportation systems throughout San Bernardino County and developing transportation system performance data needed to support SANBAG's transportation planning and programming decisions.

**Subregional Transportation Planning & Programming
Task Listing**

		2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances		\$0	\$0	\$5,605,450
20209000	Transportation Modeling & Forecasting	98,120	145,295	108,644
20309000	Congestion Management	113,546	264,569	177,960
21309000	High Desert Corridor Studies	13,258	22,363	19,259
37309000	Federal/State Fund Administration	338,923	535,352	571,947
40409000	Comprehensive Transp. Plan	63,841	154,269	140,967
40509000	TMEE Programs Development	488	2,196	2,196
40909000	Data Development & Mgmt	171,803	189,765	190,929
41009000	Non-Motorized Transportation Plan	1,820	12,698	3,848
50009000	Transportation Improvement Program	218,178	211,693	233,268
52609000	Subregional Trans. Monitoring	34,185	16,112	17,827
60109000	County Trans. Commission - General	331,993	378,004	422,037
60909000	Agency Strategic Planning	240,487	371,671	445,325
61009000	Project Advancement Program	0	12,381	18,903
61209000	Local Project Technical Assistance	0	0	77,342
70109000	Valley Signal Coordination Program	2,450,559	6,495,146	73,909
94109000	Mt/Desert Planning/Project Development	610,775	482,812	208,175
94509000	Victor Valley Area Trans. Study	596,382	224,292	50,470
Total New Budget		\$0	\$0	\$2,763,006
Total Actual/Planned Program Budget		\$5,284,358	\$9,518,618	\$8,368,456

Several tasks within this program provide for the comprehensive, countywide planning of transportation systems and congestion management. SANBAG is charged with strategic planning for the system of arterial streets, freeways, rural highways, transit and commuter rail systems that increase mobility throughout the county.

Also included in this program are transportation studies that address corridor specific needs within subareas of the county. These studies are critical to determination of future facility needs and to qualify for discretionary funding sources allocated on a statewide basis.

These tasks serve to meet the Board approved SANBAG goals by providing for the planning, programming, and monitoring of transportation projects and the funding allocations which provide for their implementation. Adequate long range planning and allocations based upon sound technical information provides for development of the integrated system of highways, transit and commuter rail which serve the traveling public, as well as the efficient movement of goods to the county and the region.

Project Development Program Budget

The Project Development Program budget is composed almost exclusively of tasks associated with implementation of the major freeway projects and is funded significantly by the Measure I Transportation Transactions and Use Tax. This program represents the capital budget for SANBAG. This program budget contains tasks associated with the full array of activities necessary for preparation, management, and construction of the major freeway projects. The budget for freeway design, construction, support and traffic mitigation contained in this program represent 50.7% of the total SANBAG new expenditures planned for Fiscal Year 2008/2009.

Project Development Program Task Listing		2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances		\$0	\$0	\$44,398,203
81509000	Measure I Program Management	1,362,435	2,143,556	2,104,298
81809000	Rt. 71 Landscape Design/Const.	592,614	649,222	47,102
82009000	SR 210 Final Design	892,570	603,874	261,303
82209000	SR 210 Right of Way Acquisition	97,384	342,000	344,603
82409000	SR 210 Construction	68,988,495	22,605,701	7,279,358
82509000	I-10 Corridor Project Development	13,245	3,582,000	6,097,746
82609000	I-10 Cherry/Citrus Interchange	0	0	6,615,703
83009000	I-215 SanRiv Project Development	115,511	1,962,309	145,203
83409000	I-215 Final Design	2,078,237	3,239,303	1,664,203
83609000	I-215 Right of Way Acquisition	11,952,907	36,914,675	11,673,603
83809000	I-215 Construction	7,168,114	32,532,030	24,372,559
84009000	I-215 Barton Road Interchange	43,803	995,083	422,803
84109000	I-10 Riverside Interchange	130,880	86,000	11,691,603
84209000	I-10 Tippecanoe Interchange	407,133	261,275	764,138
84309000	I-10 Live Oak Canyon	621,521	8,448,791	8,077,696
84409000	SR30/210 Victoria Avenue	0	253,419	0
84509000	I-215 Mt. Vernon Wash. Interchange	0	407,000	267,903
85009000	Alternative Project Financing	0	0	931,066
86009000	I-10 Lane Addition-Redlands	21,536,411	16,279,928	344,402
86209000	I-10 Westbound Lane Add-Yucaipa	407,063	2,242,719	188,603
87009000	Hunts Lane Grade Separation	199,571	1,119,749	7,286,926
87109000	State St/Univ. Parkway Grade Sep	3,767,410	13,122,612	8,008,652
87209000	Ramona Avenue Grade Separation	56,530	10,486,597	12,177,880
87309000	Valley Boulevard Grade Separation	0	0	628,479
87409000	Palm Avenue Grade Separation	0	0	871,079
87509000	Main Street Grade Separation	0	0	3,026,379
87909000	Colton Cross BNSF/UPRR Grade Sep	45,995	569,000	745,603
88009000	I-15/I215 Devore Interchange	27,366	574,077	2,814,003
93109000	Debt Service - Major/97 Issue	10,521,981	10,529,169	10,529,169
94409000	Debt Service - Major/96 Issue	5,662,644	5,818,268	6,561,563
94809000	Debt Service - Major/01 Issue A	11,722,562	11,659,063	11,659,063
94909000	Debt Service - Major/01 Issue B	10,104,905	10,105,397	10,271,800
Total New Budget		\$0	\$0	\$157,874,491
Total Actual/Planned Program Budget		\$158,547,287	\$197,532,817	\$202,272,694

The construction projects provided for in this program are along specific freeway corridors and railroad grade separations in the Valley portion of San Bernardino County.

Tasks in the Project Development Program serve to meet the Board approved SANBAG goals by providing the project preparation and actual construction of freeway facilities. Progress on these projects continues to accomplish important benchmarks in meeting SANBAG's commitment to the public under the Measure I Transportation Transactions and Use Tax approved in 1989 by San Bernardino County voters.

Transit/Commuter Rail Program

Tasks related to SANBAG's responsibilities in conjunction with transit systems, social service transportation, and the commuter rail system, is all budgeted in the Transit/Commuter Rail Program budget.

SANBAG's responsibilities relating to oversight and technical assistance to transit operators is found in several of the tasks included in this program. These tasks provide for assistance and oversight of the urban area transit operations, Omnitrans and Victor Valley Transit Authority, as well the transit operators in the rural communities of Barstow, Morongo Basin, Needles, and the San Bernardino Mountains. Each transit agency will be required to prepare a five-year Short Range Transit Plan covering Fiscal Years 2009/2010 through 2013/2014. In addition, upon completion of the public transit-human services transportation coordination plan for the County, SANBAG will be working towards addressing the needs from the study, including institutional options for the formation of a Consolidated Transportation Services Agency (CTSA) in the San Bernardino Valley. During the year, SANBAG will also conduct a study for commuter needs between the Victor and San Bernardino Valleys. All of the remaining activities relating to planning, technical assistance, and oversight responsibilities of urban and rural transit systems are continued at moderate levels.

Several tasks contained in this program fund the administration, operation, and capital expenses of the commuter rail service in the San Bernardino Valley Subarea. During Fiscal Year 2006/2007, the Metrolink San Bernardino Line transported 3.4 million passengers; the Riverside Line carried 1.3 million passengers; and the Inland Empire/Orange County Line carried transported 1.3 million passengers. SANBAG has obtained State Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds for the purchase of three expansion passenger rail cars. These cars will be purchased over a three year period. SANBAG will be seeking additional Federal and State funding for additional capacity improvements on the San Bernardino line, the construction of new rolling stock storage and maintenance facility in the Inland Empire and the purchase of additional rolling stock. In addition, SANBAG will continue to work toward extending the Metro Gold Line to Montclair and completing the strategic planning effort of possibly extending the Gold Line from Montclair to the Los Angeles/Ontario International Airport. And SANBAG will be completing the alternatives analysis and preliminary environmental assessment for implementing passenger rail service between San Bernardino and Redlands.

These tasks serve to meet the Board approved SANBAG goals by funding modal alternatives of transit and commuter rail for the residents of San Bernardino County's rural areas and urban centers.

Transit/Commuter Rail Program				
Task Listing				
		2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances		\$0	\$0	\$11,584,403
30909000	General Transit	318,298	480,407	322,103
31509000	Omnitrans	58,750	56,770	64,244
31609000	Barstow-County Transit	26,854	125,180	42,652
31709000	Victor Valley Transit	37,039	37,749	138,038
31809000	Morongo Basin Transit	109,264	30,770	39,090
31909000	Social Service Tran. Plan	183,872	268,542	245,257
32009000	Needles Transit	17,445	15,297	19,813
32109000	Mountain Area Transit	98,019	30,670	39,015
35209000	General Commuter Rail	418,533	1,207,822	643,783
37709000	Commuter Rail Operating Exp.	7,033,929	8,737,317	9,185,600
37809000	Speedway Rail Operating Exp.	129,498	180,900	180,500
37909000	Commuter Rail Capital Expenses	3,496,307	20,280,853	2,533,200
38009000	Redlands Rail Feasibility Study	199,023	1,051,707	99,772
38109000	Gold Line Phase II	307,194	320,673	50,457
50109000	Federal Transit Act Programming	78,917	100,510	110,664
Total New Budget		\$0	\$0	\$13,714,188
Total Actual/Planned Program Budget		\$12,512,942	\$32,925,167	\$25,298,591

Transportation Programming and Fund Administration

This program contains tasks that are most central to SANBAG's role as the County Transportation Commission and relate directly to the administration and allocation of resources for the implementation of transportation projects. These tasks support the policy considerations that lead to prioritization of transportation projects, as well as the allocation and administration of both State and Federal transportation funds coming to San Bernardino County.

Tasks in this program reflect the high dollar value of the Measure I Transactions and Use Tax revenue which is passed through to cities and the county for local street projects, totaling close to \$45 million in both Fiscal Year 2007/2008 and Fiscal Year 2008/2009. Approximately 97% of these funds are directed to the road priorities determined by local jurisdictions on their local streets, while a small amount in the Mountain/Desert jurisdictions is made available for elderly and persons with disabilities transit fare subsidies and service enhancements. In the Valley area, almost \$6.9 million will be allocated to subsidize transit service and fares for the elderly and persons with disabilities served by the Valley transit operator, Omnitrans. It also reflects the

inclusion of the distribution of Local Transportation Fund and State Transit Assistance Fund revenues to local transit operators and Mountain/Desert jurisdictions for local street projects.

Transportation Programming and Fund Administration Program				
Task Listing				
		2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances		\$0	\$0	\$61,199,781
50209000	TDA Administration	261,425	366,328	550,000
50409000	Measure I Admin – Valley	80,531	208,748	205,031
50509000	Measure I Admin – Mt./Desert	108,681	158,611	183,376
50609000	Local Transportation Fund	56,959,854	71,734,310	65,533,332
50709000	State Transit Assistance Fund	3,928,575	12,975,000	2,660,805
51309000	Measure I Valley E & H	7,077,269	7,353,146	7,308,800
90709000	Debt Service – Big Bear/92 Issue	108,215	108,200	108,183
90809000	Debt Service – Mt./Unincorporated/92 Issue	45,965	45,986	45,926
91800000	Valley Measure I Local	23,053,815	22,577,225	20,926,830
91801000	Mt./Desert Measure I Local	26,327,046	23,012,807	21,252,634
94609000	Debt Service – Barstow/96 Issue	749,638	743,750	744,000
95009000	Debt Service – Yucca Valley/01 Issue B	166,395	166,876	166,380
Total New Budget		\$0	\$0	\$119,685,297
Total Actual/Planned Program Budget		\$118,867,409	\$139,450,987	\$180,885,078

Numerous tasks are also dedicated to the administrative functions performed by SANBAG as authorized in the Transportation Development Act, Measure I Transactions and Use Tax, and Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

The tasks in the Transportation Program and Fund Administration serve to meet the Board approved SANBAG goals by efficient and effective administration of transportation funds. It also provides a flexible source of transportation funding directed to local governments to allow them to meet transportation priorities of their local communities. This flexible source of transportation funding additionally provides for leveraging of other resources to maximize the benefit of funds available to municipalities.

Program Support/Council of Governments Program Budget

The set of tasks collected in the Program Support/Council of Governments Program provide general services and support to the entire array of programs contained throughout this budget. This includes tasks related to fulfilling general activities of SANBAG as a Council of Governments, as well as the basic support provided in the areas of financial management, legislative advocacy, intergovernmental relations, and public information.

Program Support/Council of Governments				
Task Listing				
		2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
Anticipated Encumbrances		\$0	\$0	\$363,000
10409000	Intergovernmental Relations	302,592	514,109	533,328
49009000	Council Of Govts New Initiatives	279,843	344,926	418,229
50309000	Legislation	357,102	413,425	447,679
60509000	Publications & Public Outreach	425,039	476,054	512,494
80509000	Building Operations	51,282	68,308	65,000
80609000	Building Improvements	0	515,499	135,850
94209000	Financial Management	242,688	574,546	362,052
Total New Budget		\$0	\$0	\$2,474,632
Total Actual/Planned Program Budget		\$1,658,546	\$2,906,867	\$2,837,632

The Publications and Public Outreach task contained in this program provides for a variety of programs and materials that educate the public on the activities of SANBAG. It is through these activities that the public can participate in the transportation planning processes conducted by SANBAG. It is also through this task that SANBAG works with local economic development interests, business groups, and transportation coalitions to further those infrastructure projects that serve to enhance the local economy.

The Intergovernmental and Legislative tasks contained in this program are essential to the on-going work with state and federal legislators; local, state and federal agencies; and regional transportation agencies to assure that transportation funding and project preparation are progressing relative to priorities established by the SANBAG Board. SANBAG has been particularly successful in the sponsorship of legislative proposals that improve the administrative processes performed by SANBAG.

The tasks in the Program Support/Council of Governments Program serve to meet the Board approved SANBAG goals by providing for on-going work with local, state, and federal officials toward meeting the needs of SANBAG member jurisdictions. These relationships allow for SANBAG to work with private community organizations and the general public to address their transportation concerns. They also provide for SANBAG to serve as a facilitator and catalyst for addressing the mutual issues of concern to the SANBAG membership.

SANBAG

State and Federal Transportation Fund Allocation Responsibilities

One of the essential roles for SANBAG as the County Transportation Commission, in addition to transportation planning and programming responsibilities, is the allocation of State and federal funds to transportation projects within the county. Although some of these funds do not flow through the SANBAG budget, the authority to allocate millions of dollars in transportation funds has as much policy and program significance as the agency budget.

SANBAG allocates specified State and federal funds among priority projects in the county and designates a lead agency to administer implementation of the projects. Once the SANBAG Board of Directors makes an allocation and a project is programmed in the Regional Transportation Improvement Program, the lead agency is responsible for applying for funds through SANBAG, State, or Federal agencies and is responsible for meeting appropriate requirements. State and federal funds allocated by the SANBAG Board of Directors do not flow through the SANBAG budget unless SANBAG itself is the lead agency for project implementation.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted August 10, 2005, for the five-year period from 2005 to 2009. SAFETEA-LU authorized federal transportation funds for investment in highways, transit, intermodal projects, and technologies such as Intelligent Transportation Systems, while providing State and local flexibility in the use of funds.

In California, Regional Transportation Planning Agencies and County Transportation Commissions, such as SANBAG, are authorized by State law to allocate federal funds specified below for transportation projects within the county. The following information relates to provisions of SAFETEA-LU, California statutes, and actions of the SANBAG Board of Directors to allocate funds to specific projects within the county.

FEDERAL FUNDING SOURCES

Surface Transportation Program Funds (STP) – STP provides flexible funding that may be used for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. SAFETEA-LU expanded STP eligibilities to include advanced truck stop electrification systems, high accident/high congestion intersections, and environmental restoration and pollution abatement, control of noxious weeds and aquatic noxious weeds, and establishment of native species, and sustains eligibility of programs to reduce extreme cold starts, sidewalk modifications to meet Americans with Disabilities Act (ADA) requirements, and infrastructure-based intelligent transportation systems. By State law, a portion of STP is reserved for rural areas and may be spent on rural minor collectors. The total amount of STP funding anticipated to be apportioned to San Bernardino County during the term of SAFETEA-LU, including the year prior to the implementation of SAFETEA-LU but after expiration of the previous federal transportation act (2004-2009), is approximately **\$117.5 million**.

STP funding for San Bernardino County is apportioned into six specific categories:

- San Bernardino County Rural Funds – \$6.6m apportioned directly from Caltrans to the County of San Bernardino for use on rural County roads of their discretion, based upon the number of unincorporated road miles prior to 1991.
- San Bernardino County Exchange Funds – \$6.6m allocated directly from Caltrans to the County of San Bernardino and exchanged for “clean” State funds to be expended by the County on roads of their discretion.
- Riverside-San Bernardino Urbanized Area (within SBCO) – \$50.5m apportioned to SANBAG for allocation to projects generally in the San Bernardino Valley area east of I-15.
- LA-Long Beach—Santa Ana Urbanized Area (within SBCO) – \$36.4m apportioned to SANBAG for allocation to projects generally in the San Bernardino Valley area west of I-15.
- Victorville-Hesperia-Apple Valley Urbanized Area – \$14.1m apportioned to SANBAG for allocation to projects generally within the cities/spheres of Victorville, Hesperia, and Apple Valley.
- San Bernardino County “Any Area” – \$3.2m apportioned to SANBAG for allocation to projects in any area of San Bernardino County.

In February 2003, the SANBAG Board of Directors approved funding principles to guide the allocation of available funds in response to State budget shortfalls. For the Valley, these principles emphasize the importance of maximizing funding for completion of the Valley Measure I Major Projects Program. In the Mountain/Desert, the principles refer to project readiness and the ability to leverage large amounts of other funds as key factors in the allocation of funds. In addition, in April 2003, the SANBAG Board approved allocation principles for funds anticipated from SAFETEA-LU that prioritized the continuation of previously Board-approved regional programs, transit, and the use of SAFETEA-LU funds in place of Measure I Major Projects funds wherever possible to save a balance of Major Projects funds for the I-215 Bi-County project. These principles have been used to guide set-asides and allocations for all funds received through SAFETEA-LU.

Projects for which the SANBAG Board of Directors has approved STP funding are listed below. Note that allocations to non-Measure I Major Projects in the Valley predate the allocation policy above and that the Fiscal Year 09/10 apportionment for the Riverside-San Bernardino and LA-Long Beach—Santa Ana Urbanized Areas, which is not included in the estimated total apportionment below, will be required to fully fund the I-215 North Corridor.

Surface Transportation Program (STP) Projects 2004-2009		
FUND/PROJECT	PROJECT COST	TOTALS
STP Anticipated Six Year Total		\$117,450,402
NEPA Delegation – Caltrans Staffing Contribution	\$104,617	
San Bernardino County Rural Roads Required by State Statute	\$6,566,214	
El Mirage Rd Rehabilitation and Paving City of Adelanto	\$1,375,466	
Yucca Loma Bridge over Mojave River Town of Apple Valley	\$2,800,000	
Signalization of Big Bear Blvd and Village Drive City of Big Bear Lake	\$200,280	
Ranchero Rd Grade Separation City of Hesperia	\$3,650,000	
I-15/Main St Interchange Caltrans	\$150,000	
Various Locations County of San Bernardino	\$6,566,214	
National Trails Highway Passing Lanes County of San Bernardino	\$1,907,284	
Needles Highway Realignment and Rehabilitation County of San Bernardino	\$1,434,865	
I-15 / La Mesa/Nisqualli Interchange City of Victorville	\$3,800,000	
I-15 / Mojave Drive Overcrossing Widening City of Victorville	\$1,000,000	
I-10 East Median Lane Addition – Orange to Ford SANBAG	\$22,000,000	
SR-210 Landscaping – Segments 5 and 7	\$716,845	
I-215 North Corridor SANBAG/Caltrans	\$76,425,000	
Main Street Intersection Improvements at Iowa City of Colton	\$230,524	
Widen 5 th Street from Route 30 to Palm City of Highland	\$870,600	
Widen State Street from 16 th to Foothill City of San Bernardino	\$2,005,000	
Oak Glen Road Traffic Signal Interconnect City of Yucaipa	\$150,000	
TOTAL Allocated		\$131,952,909
TOTAL Estimated STP Unallocated		(\$14,502,507)

Congestion Mitigation and Air Quality Funds (CMAQ) – Under SAFETEA-LU, CMAQ funds are authorized to fund transportation projects or programs which contribute to attainment of ambient air quality standards. California implementing statutes authorize SANBAG, acting as the County Transportation Commission and Congestion Management Agency, to select and

program CMAQ projects in cooperation with the metropolitan planning organization, Caltrans, and air quality districts.

Activities eligible for funding by CMAQ include high occupancy vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signalization and signal synchronization, and public fleet conversions to cleaner fuels. CMAQ is available to areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas. Funds are distributed based upon a formula that considers population by county and the severity of its ozone and carbon monoxide air quality problems within the nonattainment or maintenance area.

The total amount of CMAQ funds anticipated to be apportioned from SAFETEA-LU, including the year prior to the implementation of SAFETEA-LU but after expiration of the previous federal transportation act, (2004-2009) is approximately **\$28.7 million** in the Mojave Desert Air Basin (MDAB) and **\$112.7 million** in the South Coast Air Basin (SCAB) within San Bernardino County.

Projects for which the SANBAG Board of Directors has approved CMAQ funding are listed below. Note that the allocation principles discussed previously also govern the allocation of CMAQ funds.

Congestion Mitigation and Air Quality (CMAQ) Projects South Coast Air Basin (SCAB) 2004-2009		
FUND/PROJECT	PROJECT COST	TOTALS
CMAQ Anticipated Six Year Total		\$112,678,323
Interstate 215 from I-10 to SR-30, HOV Lane SANBAG/Caltrans	\$72,651,000	
Inland Empire TMC & Park-n-Ride Caltrans	\$5,050,000	
ITS Infrastructure Caltrans	\$1,000,000	
Park-n-Ride at SR-210/Beech Av Caltrans	\$154,927	
Washington/Reche Canyon/Hunts Ln Mitigation City of Colton	\$400,000	
Colton/San Bernardino Pedestrian and Bikeway City of Colton	\$432,704	
Mountain Area Regional Transit Authority Capital MARTA	\$2,067,863	
Omnitrans Capital Omnitrans	\$9,937,000	
Valley Traffic Signal Coordination SANBAG	\$4,416,230	
South Coast Air Basin Rideshare Program	\$6,063,000	

Congestion Mitigation and Air Quality (CMAQ) Projects South Coast Air Basin (SCAB) 2004-2009		
FUND/PROJECT	PROJECT COST	TOTALS
San Bernardino Avenue Traffic Signal Construction & Synchronization County of San Bernardino	\$254,533	
East Valley LNG/LCNG Fueling Facility City of San Bernardino	\$866,266	
Metrolink Parking Structure at Santa Fe Depot City of San Bernardino	\$6,608,000	
Metrolink Station – Additional Parking City of Upland	\$2,776,800	
TOTAL Allocated		\$112,678,323
TOTAL Estimated CMAQ Unallocated		\$0

Authorizations for CMAQ funding in the Mojave Desert Air Basin within San Bernardino County allocated in response to calls for projects and set-asides are as follows:

Congestion Mitigation and Air Quality (CMAQ) Projects Mojave Desert Air Basin (MDAB) 2004-2009		
FUND/PROJECT	PROJECT COST	TOTALS
CMAQ Anticipated Six Year Total		\$25,573,840
Adelanto/Auburn/Jonathan Paving City of Adelanto	\$224,000	
Barstow Transit Capital City of Barstow	\$3,228,053	
Inland Empire TMC & Park-n-Ride Caltrans	\$1,350,000	
Morongo Basin Transit Authority Capital MBTA	\$1,212,000	
Rideshare Program for Mojave Desert Air Basin	\$1,831,000	
Park and Ride Lot Expansion at I-15/Amargosa City of Victorville	\$573,728	
Park and Ride Lot at Victor Valley College City of Victorville	\$829,987	
Victor Valley Transit Authority Capital VVTA	\$4,178,290	
TOTAL Allocated*		\$13,427,058
TOTAL Estimated CMAQ Unallocated		\$12,146,782

*Further action of the SANBAG Board will be required to allocate funds in excess of those listed.

Transportation Enhancement (TE) Funds –The TE program provides funding for projects that enhance the quality of life in and around the transportation system, must have a direct relationship to the transportation system, and must be over and above the normal project or what is required for the mitigation of transportation projects pursuant to the National Environmental Policy Act and California Environmental Quality Act. TE funds are derived from the STP funds apportioned to the State. In 2005, the TE apportionment was 10 percent of the STP apportionment. In the years thereafter, the TE apportionment is the greater of 10 percent of the state STP apportionment or the 2005 TE apportionment. Projects eligible for TE funds include facilities or safety and education activities for bicycles and pedestrians, preservation of abandoned rail right-of-way corridors, transportation-related historic preservation, transportation aesthetics and scenic values, mitigation of water pollution due to highway runoff, establishment of transportation museums, projects to reduce vehicle-caused wildlife mortality, restoration of historic transportation facilities, and removal of outdoor advertising.

In California, County Transportation Commissions like SANBAG select TE projects to be funded within the County. As of Fiscal Year 2003/04, TE projects are programmed by SANBAG in the State Transportation Improvement Program (STIP) and allocated by the California Transportation Commission. The total amount of TE funds available during the 2008 STIP is approximately **\$17.6 million**. Projects approved for TE funding are as follows:

Transportation Enhancement (TE) Projects 2009-2013		
FUND/PROJECT	PROJECT COST	TOTALS
TEA Anticipated Five Year Total		\$17,635,000
Rim of the World Scenic Trail U.S. Forest Service	\$800,000	
Santa Ana River Trail Project San Bernardino County	\$3,921,000	
Riverwalk Trail Project, City of Victorville	\$6,202,000	
Interstate 10 Corridor Landscaping in Yucaipa	\$841,000	
Route 210 Corridor Landscaping	\$2,000,000	
I-215 North Hardscape	\$1,445,000	
TOTAL Allocated*		\$15,209,000
TOTAL Estimated TEA Unallocated		\$2,426,000

*Further action of the SANBAG Board will be required to allocate funds in excess of those listed.

Congressional Authorizations – In the adoption of SAFETEA-LU, the United States Congress included specific project funding authorizations for certain transportation programs and facilities, which were identified as Projects of National and Regional Significance (PNRS), High Priority Projects (HPP), and Transit Projects. Authorizations for many projects in San Bernardino County were included in these categories, as listed below. Although SANBAG does not have allocation authority over Congressional Authorizations, the SANBAG Board took action to initiate and actively advocate for funding of several projects in this listing. Others were the direct result of efforts of members of congress and/or sponsoring agencies. These efforts resulted in an additional **\$158 million** in transportation project funding authorized for projects

within San Bernardino County. Once provisions for the full funding of these projects are developed, it is the responsibility of SANBAG to program the projects in the Regional Transportation Improvement Program (RTIP).

Congressional Authorizations 2005-2009		
FUND/PROJECT	AUTHORIZATION	TOTALS
Alameda Corridor East (PNRS)	\$31,250,000	
Inland Empire Goods Movement Gateway Project (PNRS)	\$55,000,000	
Mt Vernon Ave Grade Separation (HPP) City of Colton	\$1,600,000	
Riverside Ave RR Bridge Improvements (HPP) City of Rialto	\$400,000	
I-15/Baseline Rd Interchange (HPP) City of Rancho Cucamonga	\$4,000,000	
I-10/Riverside Ave Interchange (HPP) City of Rialto	\$1,600,000	
Ranchero Rd Grade Separation (HPP) City of Hesperia	\$4,000,000	
I-10/Grove Ave Corridor Interchange (HPP) City of Ontario	\$2,400,000	
Ramona Ave Grade Separation (HPP) City of Montclair	\$1,600,000	
Pine Ave Extension (HPP) City of Chino	\$6,800,000	
Inland Empire Goods Movement Gateway Project (HPP)	\$20,000,000	
Safety Improvements (HPP) Town of Yucca Valley	\$1,600,000	
I-15/La Mesa/Nisqually Interchange (HPP) City of Victorville	\$1,200,000	
State St/Cajon Blvd Grade Separation (HPP) City of San Bernardino	\$1,600,000	
Lenwood Rd Grade Separation (HPP) City of Barstow	\$1,200,000	
I-10/Cypress Ave Overpass (HPP) City of Fontana	\$2,400,000	
High Desert Corridor (HPP)	\$4,000,000	
Washington/La Cadena Grade Separations (HPP) City of Colton	\$400,000	
Peyton Dr, Eucalyptus Ave, English Channel Improvements (HPP)	\$5,628,888	
US-395 Realignment and Widening (HPP) Caltrans	\$400,000	

Congressional Authorizations 2005-2009		
FUND/PROJECT	AUTHORIZATION	TOTALS
Hunts Lane Grade Separation (HPP) City of San Bernardino	\$5,000,000	
Inland Empire TMC in Fontana (HPP) Caltrans	\$1,200,000	
Monte Vista Ave Grade Separation (HPP) City of Montclair	\$1,600,000	
El Garces Intermodal Facility (Transit) City of Needles	\$1,670,000	
Omnitrans Center in Ontario (Transit) Omnitrans	\$836,000	
Santa Fe Depot (Transit) City of San Bernardino	\$418,000	
TOTAL SAFETEA-LU Authorizations		\$157,802,888

Federal Transit Administration (FTA) Formula Funds – Congress annually appropriates formula funds to urban and rural areas and to the State for providing transit operating and capital assistance as authorized by SAFETEA-LU. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307. SAFETEA-LU increases the nationwide investment in transit over the six-year period (Fiscal Year 2003/2004 through 2008/2009) to \$52.6 billion, up 46% from TEA-21.

SAFETEA-LU authorizes the apportionment of Job Access and Reverse Commute (Section 5316) and the New Freedom Program (Section 5317) funds by formula to large urban, small urban and rural areas. The Southern California Association of Governments is the designated recipient for Sections 5316 and 5317 funds apportioned and allocated to the San Bernardino Valley. The Victor Valley Transit Authority is the designated recipient for funds apportioned to the Victor Valley. The Governor of the State of California is the designated recipient for all of the Section 5310 funds apportioned to state and the Sections 5316 and 5317 funds apportioned to small urban and rural areas. SAFETEA-LU requires that projects for Sections 5310 (see below), 5316 and 5317 be selected from a process developed from the preparation of a public transit-human services transportation coordination plan in Fiscal Year 2006/2007. The SANBAG Board approved the coordination plan in January 2008 allowing for the submittal of grant applications during Fiscal Year 2007/2008.

Rural federal formula assistance (Section 5311) funds are expected to increase significantly as a result of SAFETEA-LU. These funds are apportioned to the Governor of the State of California, which then allocate them to the regional transportation planning agencies.

SANBAG, acting as the County Transportation Commission, must approve the use of the FTA funds through its approval of each operator's biennial Short Range Transit Plan as well as insure the approved projects are included the Regional Transportation Improvement Program (RTIP).

As noted above, Section 5310 funds are apportioned to states for support of transit services for the elderly and persons with disabilities. These funds are currently made available through a competitive process administered by the California Transportation Commission. Grant awards are made to non-profit corporations and under certain circumstances to public agencies, for

capital projects necessary for providing transportation services to meet the needs of elderly individuals and individuals with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate. Due to the requirement that beginning in Fiscal Year 2006/2007 projects seeking these funds be derived from a locally developed public transit-human services transportation coordination plan, there was no competitive solicitation for the Fiscal Year 2007/2008 cycle. Instead, the State has combined two years of the State's apportionment into a competitive solicitation with applications due to the State in late August 2008.

Federal Transit Administration (FTA) Formula Funds 2007/2008 Appropriations		
APPORTIONMENT AREA (INCLUDES SECTIONS 5307, 5309, 5311, 5316, AND 5317)	APPROPRIATION/ ALLOCATION	TOTAL
San Bernardino Valley - 5307	\$19,830,717	
San Bernardino Valley - 5316	\$950,142	
San Bernardino Valley - 5317	\$395,284	
Victor Valley - 5307	\$2,423,755	
Victor Valley - 5316	\$149,348	
Victor Valley - 5317	\$68,385	
San Bernardino County Rural	\$1,030,659	
Total Appropriation/Allocation		\$24,848,290

Federal Transit Administration (FTA) Capital Investment Funds – Historically, Congress has annually appropriated funds for transit capital investment (Section 5309) in three broad categories: fixed guideway modernization, new starts (rail and fixed guideway bus), and bus or bus related equipment as authorized by TEA-21. SAFETEA-LU continues these three categories and adds a new category of small starts (rail and fixed guideway bus) under which projects of less than \$250 million may receive grants of up to \$75 million. Fixed guideway modernization funds are apportioned to areas operating rail systems of at least seven years of age. From the fixed guideway modernization funds, the San Bernardino Valley received **\$4,233,782** for rail capital projects. During Fiscal Year 2007/2008 appropriations from the Section 5309 bus and bus facilities category included: the Needles El Garces Intermodal Station at **\$434,720**, Metro Gold Line at **\$3.26 million**, Omnitrans at **\$217,360** for the construction of the Ontario Transcenter, and improvements at the San Bernardino Santa Fe Depot for **\$108,680**.

STATE FUNDING SOURCES

SANBAG is authorized by State statute to prioritize and allocate certain State funds as follows:

State Transportation Improvement Program (STIP) – One of the key roles played by SANBAG in funding of transportation improvements is its involvement in the development of the STIP. Although the STIP was previously funded from a mix of State funds designated for transportation purposes and federal funds originating from an allocation to the State of California

from the federal transportation act, SAFETEA-LU, the STIP is now entirely funded with State funds. Federal funds that once contributed to funding in the STIP are now required for maintenance of the existing system. The passage of Proposition 1A, that was approved by voters on November 7, 2006, protects transportation funding for STIP projects and other transportation improvements by prohibiting the state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements. Loans of these funds to the General Fund can only occur in the case of severe state fiscal hardship, can occur no more than twice in any ten-year period, and must be fully repaid within three years.

Regional Improvement Program (RIP) – Senate Bill 45, passed in 1997, dramatically changed the process for selecting projects to be funded in the STIP. Under this process, SANBAG is responsible for developing the list of projects to be funded in the county with RIP funds, which are allocated among California counties from 75% of the STIP funds available statewide. The California Transportation Commission approves the project listing developed by SANBAG. Under the SB 45 guidelines, the SANBAG Board adopted a list of transportation projects to be funded over the next five years with RIP funds from the 2008 STIP. This recommendation may be adjusted by action of the California Transportation Commission through the STIP adoption process to enable the STIP in its entirety to conform to the availability of STIP revenues. In March 2008, the SANBAG Board of Directors recommended allocation of STIP funds totaling **\$448 million** in the 2008 STIP to be used for priority projects in combination with federal fund allocations, state funds, Measure I revenue, and private contributions. These projects include completion of I-215 North; improvements to I-10, US-395, and SR-138; completion of the connection between the new SR-210 and I-215; and reconstruction or construction of several interchanges along I-10, I-15, and I-215.

Interregional Improvement Program (IIP) – The remaining 25% of STIP funding is allocated by the California Transportation Commission to projects throughout the State as part of the IIP. Projects considered for funding in the IIP are nominated by Caltrans. SANBAG works with Caltrans District 8 to develop a list of projects for consideration. The California Transportation Commission can fund a project with IIP funds that are nominated by SANBAG rather than Caltrans, only if the project can be shown to be a more efficient use of resources. The 2008 STIP proposal by Caltrans included **\$152.5 million** in additional IIP funds to augment approximately **\$232.3 million** in funding from prior STIPs for major interregional improvements, including widening of Interstate 15 northbound, widening of Route 138 and Route 58, a truck climbing lane on Interstate 15, and interchange improvements.

Transportation Development Act (TDA) Funds – The Transportation Development Act authorizes two important revenue sources, the Local Transportation Fund (LTF) and State Transit Assistance Fund (STAF), to support local transit service, pedestrian and bicycle facilities and local street improvement projects.

Local Transportation Fund (LTF) – SANBAG, acting as the county transportation Commission, is responsible for administering the LTF. The LTF is derived from one-quarter cent of the 7.75 cent sales tax collected within the County of San Bernardino. Due to the recent slowing of the local economy, it became necessary to reduce the estimate of LTF receipts expected in Fiscal

Year 2007/2008 by nearly \$5.5 million, but SANBAG was able to retain the previously adopted apportionment of **\$81,590,000** through the use of the previously Board approved reserve and a portion of the prior year unrestricted fund balance. The forecast of LTF receipts for the next year is flat. The adopted LTF apportionment for Fiscal Year is **\$76,140,000** in Fiscal Year 2008/2009.

As the LTF administering agency, SANBAG anticipates the receipt of **\$550,000** in Fiscal Year 2008/2009 for its administrative functions, including the fiscal and compliance audits of all recipients of LTF except Omnitrans and the conduct of the TDA required Triennial Performance Audits of the commission and the six transit agencies. SANBAG also receives up to 3% of the LTF for apportionment, or **\$2,248,200**, for planning and programming activities during the fiscal year. As part of the Metrolink commuter rail program, SANBAG will receive an allocation of **\$10,600,200 for operating and capital expenses**. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SANBAG budget. A portion of these funds is allocated to the Southern California Association of Governments for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. As administrator of the LTF, SANBAG also makes allocations to the following programs.

Pedestrian and Bicycle Facilities – Under Article 3 of the TDA, two percent of the annual LTF apportionment is designated to fund pedestrian and bicycle facilities, bicycle safety programs, bicycle trails, bicycle lockers or racks and for the development of a comprehensive bicycle and pedestrian facilities plan. In April 2007 the Board approved a list of projects received from the biennial “call for projects” totaling **\$870,390** for transit access improvements and **\$3,480,617** for pedestrian and bicycle projects. The next biennial “call for projects” will occur in the Fall of 2008. Twenty percent of the Fiscal Year 2007/2008 and 2008/2009 Article 3 funds, **\$632,522**, will be set aside for projects to improve pedestrian access to bus stops. The remainder, **\$2,530,088**, will be made available for pedestrian and bicycle projects.

Transit and Street Projects – After administration, planning and pedestrian and bicycle apportionments have been determined, the balance of the LTF is apportioned by SANBAG in accordance with California Public Utilities Code Section 99231 to areas/jurisdictions on a per capita basis to support transit and street projects. In Fiscal Year 2008/2009 73% of the remaining balance, or **\$52,336,829**, has been apportioned to the Valley and will be used exclusively to for public transportation operations of Omnitrans and Metrolink. Included in the SANBAG budget is **\$10,600,200** for the Metrolink commuter rail program. The remaining 24%, or **\$19,362,421**, is apportioned to the Mountain/Desert jurisdictions. If a finding is made that all transit needs are being reasonably met, LTF not expended for transit purposes can be expended for street and road projects.

Local Transportation Fund (LTF) Fiscal Year 2008/2009	
AREA	APPORTIONMENT
County Auditor Administration	\$20,000
SANBAG Administration	\$550,000
SANBAG Planning	\$2,284,200
SCAG Planning	\$123,300
Article 3 - Pedestrian Bicycle	\$1,463,250
Valley Transit	\$52,336,829
Mountain/Desert Transit and Streets	\$19,362,421
TOTAL	\$76,140,000

State Transit Assistance Fund (STAF) – The STAF is derived from a portion of the sales tax on gasoline and diesel. In addition Proposition 42 approved by the voters of the State requires a portion of the sales tax on fuel be transferred to STAF. The amount of STAF available in any given year is highly dependent upon the State Legislature and the State Budget. Over the past several years, the Legislature has determined not to transfer the amount of sales tax on gasoline and diesel that should have been made available to the Public Transportation Account and STAF; instead using those revenues to support the General Fund portion of the State Budget. The diversion of these revenues makes it difficult to accurately project the amount of STAF available.

Of the amount finally determined in the State Budget process, fifty percent of the STAF is allocated to regional transportation agencies such as SANBAG on a per capita basis. The other fifty percent is allocated to transit operators under the SANBAG jurisdiction based on the ratio of prior year total non-federal and State revenue to the total of all transit operators' non-federal and State revenue in the State. During Fiscal Year 2008/2009 it is anticipated that **\$24,615,043** will be allocated to SANBAG. Based upon the transit operators' plans, it is anticipated that SANBAG will allocate **\$2,660,805** for transit capital projects in Fiscal Year 2008/2009. In addition to the new allocation of STAF, there is nearly \$28.9 million in prior year STAF allocations for capital projects, some of which will be completed during the upcoming year. During Fiscal Year 2008/2009 SANBAG will receive an allocation of **\$1,118,600** for Metrolink-related capital projects (Task No. 37909000).

Proposition 1B - The passage of Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, that was approved by voters on November 7, 2006, authorized \$19.925 billion in general obligation bond proceeds to be available for specified purposes, including high-priority transportation corridor improvements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, STIP augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety. Several of these programs have been initiated and will be used to fund project in San Bernardino County.

STIP Augmentation – Proposition 1B will provide \$2 billion to the Transportation Facilities Account to augment the funds normally provided under the STIP. These funds were programmed by the California Transportation Commission in June 2007 and provided an additional \$97.3 million to San Bernardino County projects in the STIP.

Corridor Mobility Improvement Account (CMIA) – Proposition 1B will provide \$4.5 billion to the Corridor Mobility Improvement Account (CMIA) to be allocated by the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors. San Bernardino County received **\$175.8 million** in CMIA funding through application by SANBAG or by joint application with Caltrans as follows:

Proposition 1B Corridor Mobility Improvement Program	
PROJECT	ALLOCATION
I-10 Westbound Mixed Flow Lanes	\$26,500,000
State Route 210/I-215 Connectors	\$22,000,000
I-215 North Segments 1 & 2	\$49,120,000
I-215 North Segment 5	\$59,000,000
I-10 Auxiliary Lanes and Ramp Improvements in Fontana	\$19,233,000
TOTAL	\$175,853,000

Trade Corridors Improvement Fund (TCIF) – Proposition 1B will provide \$2 billion to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement. Funds will be allocated by the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the legislature may provide by statute, for improvements along trade corridors of national significance. San Bernardino County received **\$238.8 million** in TCIF funding through application by SANBAG as part of the Los Angeles-Inland Empire Trade Corridor Southern California Concensus Group as follows:

Proposition 1B Trade Corridors Improvement Fund	
PROJECT	ALLOCATION
I-15 Widening and Devore Interchange Reconstruction	\$118,012,000
I-10 Corridor Logistics Access Project (Cherry IC Reconstruction)	\$30,773,000
I-10 Corridor Logistics Access Project (Citrus IC Reconstruction)	\$23,600,000
I-10 Corridor Logistics Access Project	\$14,096,000

(Riverside IC Reconstruction)	
Glen Helen Pkwy Railroad Grade Separation	\$7,172,000
North Milliken Ave Railroad Grade Separation at UPRR	\$6,490,000
South Milliken Grade Separation at UP Los Angeles	\$8,031,000
Valley Grade Separation at BNSF/UP San Bernardino	\$7,658,000
Palm Grade Separation at BNSF/UP Cajon	\$9,390,000
Lenwood Grade Separation at BNSF Cajon	\$6,694,000
Vineyard Grade Separation at UP Alhambra	\$6,884,000
TOTAL	\$238,800,000

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) - Proposition 1B will provide \$3.6 billion to Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) for distribution by the State Controller using the STAF formula. The PTMISEA funds can only be used for capital projects that meet the requirements of the State General Obligation Bond Law. The Fiscal Year 2007/2008 State Budget included an initial allocation of \$600 million of PTMISEA revenue. Five of the seven transit operators received an allocation totaling **\$3,099,210**. SANBAG received the population allocation totaling **\$15,973,969**. In December 2007 the Board approved the below list of projects for PTMISEA funding. In most cases, SANBAG became a co-sponsor for the projects and the PTMISEA revenues were disbursed directly to the transit agency acting as the project lead. Only the \$5.5 million for the 3 expansion commuter rail cars was disbursed to SANBAG.

Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account		
TRANSIT OPERATOR	PROJECT	ALLOCATION ¹
Barstow Area Transit	3 Paratransit Vehicles	\$420,000
Morongo Basin Transit Authority	2 Small Buses	\$295,000
Morongo Basin Transit Authority	Automatic Bus Washer	\$300,000
Mountain Area Regional Transit Authority	3 Paratransit Vehicles	\$245,900
Omnitrans	Chaffey Transit Center	\$3,000,000
Omnitrans	Paratransit Vehicles	\$1,946,063
Omnitrans	sbX PE & Environmental	\$3,270,981
Metrolink	Keller Street Yard	\$1,545,235
Metrolink	3 Trailer Cars	\$5,500,000
Victor Valley Transit Authority	Admin. & Ops. Facility	\$2,400,000
Victor Valley Transit Authority	ITS Hardware & Software	\$150,000
TOTAL		\$19,073,179

¹ Includes operator and population allocations

The January 2007 proposed State Budget for Fiscal Year 2008/2009 includes another \$350 million in PTMISEA revenue. Should that amount remain in the budget, SANBAG and its transit operators could receive **\$11.1 million** for new capital projects in Fiscal Year 2008/2009.

Transit System Safety, Security, and Disaster Response Account (TSSDRA) – Proposition 1B will provide \$1 billion to the Transit System Safety, Security, and Disaster Response Account (TSSDRA) for distribution by the Office of Homeland Security. Sixty percent (60%) of the funds are to be made available under the California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF) using the same formula as used for the allocation of STAF. The Fiscal Year 2007/2008 State Budget included \$60 million for the CTSGP-CTAF. SANBAG and its transit operators will receive **\$1,753,204** for transit system security and safety capital projects. The January 2007 proposed State Budget for Fiscal Year 2008/2009 includes another \$60 million in CTSGP-CTAF revenue.

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EXPENDITURES		REVENUES										SPECIAL REVENUES		TOTAL
		LOCAL	LTF ADMIN	LTF PLANNING	LTF/STAF RAIL	LTF/STAF PASS-THROUGH	REG FEES	VALLEY LOCAL/ADM	VALLEY RAIL	VALLEY E&H	VALLEY TIME	GRANTS/ OTHER REVENUE	OTHER REVENUE TYPES	
PROJECT DEVELOPMENT PROGRAM														
81609000 MEASURE 1 PROGRAM MANAGEMENT		-	-	-	-	-	-	-	-	-	-	-	-	2,104,298
81809000 RT 71 LANDSCAPE DESIGN/CONST.		-	-	-	-	-	-	-	-	-	-	-	-	47,102
82009000 SR 210 FINAL DESIGN		-	-	-	-	-	-	-	-	-	-	-	-	261,303
82209000 SR 210 RIGHT OF WAY ACQUISITION		-	-	-	-	-	-	-	-	-	-	-	-	344,603
82409000 SR 210 CONSTRUCTION		-	-	-	-	-	-	-	-	-	-	-	TEA	7,279,358
82609000 I-10 CORRIDOR PROJECT DEVELOPMENT		-	-	-	-	-	-	-	-	-	-	-	-	6,097,746
82609000 I-10 CHERRY/CITRUS INTERCHANGE		-	-	-	-	-	-	-	-	-	-	-	-	6,615,703
83009000 I-215 SANRIV PROJECT DEVELOPMENT		6,500,000	-	-	-	-	-	-	-	-	-	-	-	145,203
83409000 I-215 FINAL DESIGN		-	-	-	-	-	-	-	-	-	-	-	-	1,664,203
83609000 I-215 RIGHT OF WAY ACQUISITION		-	-	-	-	-	-	-	-	-	-	-	-	11,673,603
83809000 I-215 CONSTRUCTION		200,000	-	-	-	-	-	-	-	-	-	-	-	24,372,559
84009000 I-215 BARTON ROAD INTERCHANGE		87,300	-	-	-	-	-	-	-	-	-	-	-	422,803
84109000 I-10 RIVERSIDE INTERCHANGE		11,400,000	-	-	-	-	-	-	-	-	-	-	-	11,691,603
84209000 I-10 TIPPECANOE INTERCHANGE		-	-	-	-	-	-	-	-	-	-	-	-	764,138
84309000 I-10 LIVE OAK CANYON		5,583,320	-	-	-	-	-	-	-	-	-	-	-	8,077,696
84509000 I-215 MT. VERNON WASHINGTON INTERCHAN		62,500	-	-	-	-	-	-	-	-	-	-	-	267,903
85009000 ALTERNATIVE PROJECT FINANCING		-	-	-	-	-	-	-	-	-	-	-	-	931,066
86009000 I-10 LANE ADDITION-REDLANDS		-	-	-	-	-	-	-	-	-	-	-	-	344,402
86209000 I-10 WESTBOUND LANE ADD-YUCAIPA		-	-	-	-	-	-	-	-	-	-	-	-	188,603
87009000 HUNTS LANE GRADE SEPARATION		-	-	-	-	-	-	-	-	-	-	-	-	7,286,926
87109000 STATE ST/UNIV. PARKWAY GRADE SEP.		200,000	-	-	-	-	-	-	-	-	-	-	-	8,006,652
87209000 RAMONA AVENUE GRADE SEP.		12,000,000	-	-	-	-	-	-	-	-	-	-	-	12,177,880
87309000 VALLEY BLVD GRADE SEPARATION		214,420	-	-	-	-	-	-	-	-	-	-	-	628,479
87409000 PALM AVENUE GRADE SEPARATION		207,220	-	-	-	-	-	-	-	-	-	-	-	871,079
87509000 COLTON CROSSING BNSF/UPRR GRADE SEP.		217,888	-	-	-	-	-	-	-	-	-	-	-	3,026,379
88009000 I-15/I-215 DEVORE INTERCHANGE		-	-	-	-	-	-	-	-	-	-	-	-	745,603
93109000 DEBT SERVICE - MAJOR/97 ISSUE		-	-	-	-	-	-	-	-	-	-	-	-	2,814,003
94409000 DEBT SERVICE - MAJOR/96 ISSUE		-	-	-	-	-	-	-	-	-	-	-	-	10,529,169
94809000 DEBT SERVICE - MAJOR/01 ISSUE A		-	-	-	-	-	-	-	-	-	-	-	-	6,561,563
94809000 DEBT SERVICE - MAJOR/01 ISSUE B		-	-	-	-	-	-	-	-	-	-	-	-	11,659,063
TOTAL PROJECT DEVELOPMENT PROGRAM		36,672,848	-	-	-	-	-	280,773	-	-	-	33,006,080	-	157,874,491
TRANSIT/COMMUTER RAIL PROGRAM														
30909000 GENERAL TRANSIT		-	-	322,103	-	-	-	-	-	-	-	-	-	322,103
31609000 OMNITRANS		-	-	64,244	-	-	-	-	-	-	-	-	-	64,244
31709000 BARSTOW-COUNTY TRANSIT		-	-	42,652	-	-	-	-	-	-	-	-	-	42,652
31809000 VICTOR VALLEY TRANSIT		-	-	138,038	-	-	-	-	-	-	-	-	-	138,038
31909000 MORONGO BASIN TRANSIT		-	-	39,080	-	-	-	-	-	-	-	-	-	39,080
32009000 SOCIAL SERVICE TRAN PLAN		-	-	165,257	-	-	-	-	-	-	-	-	-	245,257
32109000 NEEDLES TRANSIT		-	-	19,813	-	-	-	-	-	-	-	-	-	19,813
32109000 MOUNTAIN AREA TRANSIT		-	-	39,015	-	-	-	-	-	-	-	-	-	39,015
32209000 GENERAL COMMUTER RAIL		-	-	643,783	-	-	-	-	-	-	-	-	-	643,783
37709000 COMMUTER RAIL OPERATING EXP.		-	-	-	9,185,600	-	-	-	-	-	-	-	-	9,185,600
37809000 SPEEDWAY RAIL OPERATING EXP.		-	-	-	80,500	-	-	-	-	-	-	-	-	180,500
38009000 COMMUTER RAIL CAPITAL EXPENSES		-	-	-	2,533,200	-	-	-	-	-	-	-	-	2,533,200
38109000 REDLANDS RAIL EXTENSION		-	-	99,772	-	-	-	-	-	-	-	-	-	99,772
38109000 GOLD LINE PHASE II		-	-	50,457	-	-	-	-	-	-	-	-	-	50,457
60109000 FED TRANSIT ACT PROGRAMMING		-	-	110,864	-	-	-	-	-	-	-	-	-	110,864
TOTAL TRANSIT/COMMUTER RAIL PROGRAM		-	-	1,734,888	11,799,300	-	-	-	-	-	-	180,000	-	13,714,188
* GRANT KEY -														
CMAQ - CONGESTION MITIGATION AIR QUALITY		FTA - FEDERAL TRANSIT ADMINISTRATION SEC 5309, 5316 & 5317												
COOP - COOPERATIVE AGREEMENT		STP - SURFACE TRANSPORTATION PROGRAM												
DEMO - FEDERAL DEMONSTRATION PROJECTS		STS - SPEEDWAY TICKET SALES												
FSP - FREEWAY SERVICE PATROL		TCRP - TRAFFIC CONGESTION RELIEF PROGRAM												
		IIP - INTERREGIONAL IMPROVEMENT PROGRAM												
		LLP - LONGER LIFE PAVEMENT												
		RAR - RAIL ASSET REVENUE												
		RIP - REGIONAL IMPROVEMENT PROGRAM												
		TEA - TRANSPORTATION ENHANCEMENT ACTIVITIES												

San Bernardino Associated Governments
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EXPENDITURES		REVENUES												SPECIAL REVENUES		TOTAL
		LOCAL	LTF ADMIN	LTF PLANNING	LTF/STAF RAIL	LTF/STAF PASS-THROUGH	REG FEES	VALLEY LOCAL/ADM	MT./DES. LOC/ADMIN	MAJOR PROJECTS	VALLEY RAIL	VALLEY E&H	VALLEY TME	GRANTS/ OTHER REVENUE	OTHER REVENUE TYPES	TOTAL
TRANSPORTATION PROGRAMMING AND FUND ADMINISTRATION PROGRAM																
50209000	TDA ADMINISTRATION	-	550,000	-	-	-	-	205,031	-	-	-	-	-	-	-	550,000
50409000	MEASURE I ADMIN-VALLEY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	205,031
50509000	MEASURE I ADMIN-MT./DESERT GENERAL	-	-	-	-	-	-	183,376	-	-	-	-	-	-	-	183,376
50609000	LOCAL TRANSPORTATION FUND	-	-	-	-	65,533,332	-	-	-	-	-	-	-	-	-	65,533,332
50709000	STATE TRANSIT ASSISTANCE FUND	-	-	-	-	2,660,805	-	-	-	-	-	-	-	-	-	2,660,805
51309000	MEASURE I VALLEY E&H	-	-	-	-	-	-	-	-	-	7,308,800	-	-	-	-	7,308,800
90709000	DEBT SERVICE-BIG BEAR/92 ISSUE	-	-	-	-	-	-	-	108,183	-	-	-	-	-	-	108,183
90809000	DEBT SERVICE - MT./UNINCORPORATED/92 IS	-	-	-	-	-	-	-	45,926	-	-	-	-	-	-	45,926
91800000	VALLEY MEASURE I/LOCAL	-	-	-	-	-	-	20,926,830	-	-	-	-	-	-	-	20,926,830
91801000	MT./DESERT MEASURE I/LOCAL	-	-	-	-	-	-	-	21,252,634	-	-	-	-	-	-	21,252,634
94609000	DEBT SERVICE - BARSTOW/96 ISSUE	-	-	-	-	-	-	-	744,000	-	-	-	-	-	-	744,000
95009000	DEBT SERVICE - YUCCA VALLEY/01 ISSUE B	-	-	-	-	-	-	-	166,380	-	-	-	-	-	-	166,380
TOTAL TRANSP PROG & FUND ADMIN PROGRAM		-	550,000	-	-	68,194,137	-	21,131,861	22,600,499	-	-	7,308,800	-	-	-	119,686,297
PROGRAM SUPPORT /COUNCIL OF GOVERNMENTS																
10409000	INTERGOVERNMENTAL RELATIONS	28,653	-	-	-	-	-	500,470	4,205	-	-	-	-	-	-	533,328
48009000	COUNCIL OF GOVTS NEW INITIATIVES	418,229	-	-	-	-	-	-	-	-	-	-	-	-	-	418,229
50309000	LEGISLATION	-	-	-	-	-	-	443,474	4,205	-	-	-	-	-	-	447,679
60509000	PUBLICATIONS & PUBLIC OUTREACH	-	-	-	-	-	-	510,812	1,682	-	-	-	-	-	-	512,494
80509000	BUILDING OPERATIONS	-	-	-	-	-	-	-	-	-	-	-	-	65,000	RAR	65,000
80609000	BUILDING IMPROVEMENTS	-	-	-	-	-	-	-	-	-	-	-	-	135,850	FTA, RAR	135,850
94209000	FINANCIAL MANAGEMENT	-	-	-	-	-	-	355,745	6,307	-	-	-	-	-	-	362,052
TOTAL PROGRAM SUPPORT/COUNCIL OF GOVTS		446,882	-	-	-	-	-	1,810,501	16,399	-	-	-	-	200,850	-	2,474,632
TOTAL NEW EXPENDITURES																
		37,609,984	550,000	2,699,356	11,799,300	68,194,137	2,016,463	23,943,023	22,642,648	87,914,308	-	7,308,800	1,526,913	37,148,768	-	303,183,590

* GRANT KEY -
CMAQ - CONGESTION MITIGATION AIR QUALITY
COOP - COOPERATIVE AGREEMENT
DEMO - FEDERAL DEMONSTRATION PROJECTS
FSP - FREEWAY SERVICE PATROL
IIP - INTERREGIONAL IMPROVEMENT PROGRAM
LLP - LONGER LIFE PAVEMENT
RAR - RAIL ASSET REVENUE
RIP - REGIONAL IMPROVEMENT PROGRAM
FTA - FEDERAL TRANSIT ADMINISTRATION SEC 5309, 5316 & 5317
STP - SURFACE TRANSPORTATION PROGRAM
STS - SPEEDWAY TICKET SALES
TCRP - TRAFFIC CONGESTION RELIEF PROGRAM
TEA - TRANSPORTATION ENHANCEMENT ACTIVITIES

San Bernardino Associated Governments
Budget Summary - Recap
Fiscal Year 2008/2009

	LOCAL	REVENUES										SPECIAL REVENUES			TOTAL
		LTF ADMIN	LTF PLANNING	LTF/STAF RAIL	LTF/STAF PASS-THROUGH	REG FEES	VALLEY LOCAL/ADM	MT./DES. LOC/ADMIN	MAJOR PROJECTS	VALLEY RAIL	VALLEY E&H	VALLEY TIME	GRANTS/ OTHER REVENUE	OTHER REVENUE TYPES	
ESTIMATED FUND BALANCE FOR FISCAL YEAR 2007/2008	3,234	204,679	1,481,124	2,700,981	-	434,342	3,032,056	112,072	119,882,326	-	10,861,867	13,041,153	-	-	151,743,823
TOTAL NEW REVENUES	41,689,222	550,000	2,511,664	11,080,500	75,669,471	1,790,000	22,119,583	22,542,548	74,921,696	9,136,490	6,849,465	2,287,024	78,236,899		349,283,563
TOTAL NEW EXPENDITURES	37,509,984	550,000	2,699,356	11,799,300	68,194,137	2,016,463	23,943,023	22,542,548	87,914,308	-	7,308,800	1,526,913	37,148,768		303,153,590
EXCESS OF NEW REVENUES OVER/UNDER NEW EXPENDITURES	4,079,238	-	(187,692)	(718,800)	7,475,334	(226,463)	(1,824,440)	0	(12,992,612)	9,136,490	(469,336)	760,111	41,088,141		46,129,973
ESTIMATED REVENUES BUDGETED PRIOR YEARS	1,023,166	-	-	10,914,403	61,075,500	-	-	-	-	-	-	-	25,846,973		98,869,032
ESTIMATED ENCUMBRANCES	(4,428,894)	-	(1,141,537)	(10,914,403)	(61,075,500)	-	-	(112,072)	(16,064,266)	-	(124,281)	(3,533,763)	(25,846,973)		(123,240,689)
OPERATING TRANSFER	-	-	-	-	-	-	-	-	(3,781,901)	3,781,901	-	-	-		0
ESTIMATED FUND BALANCE FOR FISCAL YEAR 2008/2009	676,734	204,679	151,895	1,982,181	7,475,334	207,879	1,207,615	0	87,043,547	12,918,391	10,268,241	10,267,501	41,088,141		173,492,139

**San Bernardino Associated Governments
Task Listing
Fiscal Year 2008/2009**

Regional & Quality of Life Program

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
10109000	Air Quality Planning	TS
10209000	Air Quality Implementation	MK
11009000	Regional Transportation Planning	TS
11109000	Freight Movement	TS
11209000	Regional Growth Forecast Development	TS
11609000	Inland Trans. Corridor Plan/CETAP	TS
40609000A	Rideshare Management	MK
40609000B	Inland Empire Commuter Services	MK
40609000C	Rideshare Incentive Programs	MK
40609000D	Regional Rideshare Programs	MK
70209000	Call Box System	MK
70409000	Freeway Service Patrol/State	MK
70609000	Intelligent Transportation Systems	MK
70709000	Freeway Service Patrol/SR-60/I-215	MK
81209000	Clean Fuels Implementation	MK

Subregional Trans. Planning & Programming Prog.

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
20209000	Transportation Modeling & Forecasting	TS
20309000	Congestion Management	TS
21309000	High Desert Corridor Studies	DRB
37309000	Federal/State Fund Administration	TS
40409000	Comprehensive Transportation Plan	TS
40509000	TMEP Program Development	TS
40909000	Data Development & Management	TS
41009000	Non-Motorized Transportation Plan	TS
50009000	Transportation Improvement Program	TS
52609000	Subregional Transportation Monitoring	TS
60109000	County Trans. Commission – General	TS
60909000	Agency Strategic Planning	TS
61009000	Measure I 2010-2040 Project Advance.	TS
61209000	Local Project Technical Assistance	TS
70109000	Valley Signal Coordination Program	TS
94109000	Mt./Desert Planning & Project Develop.	DRB
94509000	Victor Valley Area Trans. Study	DRB

Project Development Program

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
81509000	Measure I Program Management	GC
81809000	Rt. 71 Landscape Design/Const.	GC
82009000	SR 210 Final Design	GC
82209000	SR 210 Right of Way Acquisition	GC
82409000	SR 210 Construction	GC
82509000	I-10 Corridor Project Development	GC
82609000	I-10/Citrus/I-10 Cherry Interchanges	GC
83009000	I-215 SanRiv Project Development	GC
83409000	I-215 Final Design	GC
83609000	I-215 Right of Way Acquisition	GC
83809000	I-215 Construction	GC
84009000	I-215 Barton Road Interchange	GC
84109000	I-10 Riverside Interchange	GC
84209000	I-10 Tippecanoe Interchange	GC
84309000	I-10 Live Oak Canyon	GC
84509000	I-215 Mt. Vernon/Washington Interchange	GC
85009000	Alternative Project Financing	DRB
86009000	I-10 Lane Addition – Redlands	GC

Project Development Program (Cont'd.)

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
86209000	I-10 Westbound Lane Addition–Yucaipa	GC
87009000	Hunts Lane Grade Separation	GC
87109000	State St./Univ. Parkway Grade Sep.	GC
87209000	Ramona Avenue Grade Separation	GC
87309000	Valley Boulevard Grade Separation	GC
87409000	Palm Avenue Grade Separation	GC
87509000	Main Street Grade Separation	GC
87909000	Colton Cross. BNSF/UPRR Grd. Sep.	GC
88009000	I-15/I-215 Devore Interchange	GC
93109000	Debt Service – Major/97 Issue	CFO
94409000	Debt Service – Major/96 Issue	CFO
94809000	Debt Service – Major/01 Issue A	CFO
94909000	Debt Service – Major/01 Issue B	CFO

Transit/Commuter Rail Program

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
30909000	General Transit	MAB
31509000	Omnitrans	MAB
31609000	Barstow-County Transit	MAB
31709000	Victor Valley Transit	MAB
31809000	Morongo Basin Transit	MAB
31909000	Social Service Transportation Plan	MAB
32009000	Needles Transit	MAB
32109000	Mountain Area Transit	MAB
35209000	General Commuter Rail	MAB
37709000	Commuter Rail Operating Expenses	MAB
37809000	Speedway Rail Operating Expenses	MAB
37909000	Commuter Rail Capital Expenses	MAB
38009000	Redlands Rail Extension	MAB
38109000	Gold Line Phase II	MAB
50109000	Federal/Transit Act Programming	MAB

Transportation Programs & Fund Admin. Program

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
50209000	TDA Administration	MAB
50409000	Measure I Admin - Valley	CFO
50509000	Measure I Admin - Mt./Desert General	DRB
50609000	Local Transportation Fund	MAB
50709000	State Transit Assistance Fund	MAB
51309000	Measure I Valley E & D	MAB
90709000	Debt Service - Big Bear/92 Issue	CFO
90809000	Debt Svc. - Mt./Unincorp./92 Issue	CFO
91809000	Valley Measure I Local	CFO
91809100	Mountain/Desert Measure I Local	CFO
94609000	Debt Service - Barstow/96	CFO
95009000	Debt Svc.-Yucca Valley/01 Issue B	CFO

Program Support/Council of Governments Prog.

<u>Task</u>	<u>Task Description</u>	<u>Mgr.</u>
10409000	Intergovernmental Relations	JJF
49009000	Council of Govts. New Initiatives	DRB
50309000	Legislation	JJF
60509000	Publications & Public Outreach	DRB
80509000	Building Operations	CFO
80609000	Building Improvements	CFO
94209000	Financial Management	CFO

BOLD ITALICS = NEW TASK FY 08/09

STAFFING SECTION

Staffing Overview

This section of the SANBAG budget provides information relative to human resources requirements for Fiscal Year 2008/2009. The SANBAG workforce is comprised of a small group of professionals and support personnel who manage and implement various programs approved by the Board of Directors. As with any organization, SANBAG's human resources are the most critical and valued asset which move the organization toward attaining the goals and objectives set forth by the governing body.

Management Structure

SANBAG has a simple management structure which serves to facilitate the diverse responsibilities of the organization. Seven senior management staff lead small units of employees to carry out an array of programs under the general direction of the SANBAG Executive Director. The very nature of SANBAG's tasks requires that the senior management staff work independently and that they frequently engage in project development and implementation activities at the regional and statewide level.

SANBAG has built a team of senior management staff who work in a highly collaborative manner to address SANBAG management and policy issues. The senior management staff is accountable for objectives established annually within the SANBAG budget. A graphic representation of the management structure is depicted in the *SANBAG Organization Chart*.

Staffing

The SANBAG workforce proposed in this budget is composed of the Executive Director, seven senior management positions, twenty-three professional/administrative positions, and twelve support positions. This budget proposes the addition of three new positions in the Administrative/Professional Group, as follows:

POSITION MODIFICATIONS		
Position	Range	Monthly Salary
Transit Specialist	14 – 17	\$3,665 - \$5,144
Transportation Planning Analyst	18 – 22	\$4, 443 - \$6,565
Chief of Alternative Project Financing	28 – 32	\$7,238 - \$10,694

Transit Specialist. An entry level Transit Specialist position in the Administrative/Professional group is proposed to assist with data research and analysis, monitoring of operational data for transit and rail systems, and reporting on transit and rail activities serving San Bernardino County. The specialist will work in cooperation with Transit Analysts to oversee operations and make recommendations related to service improvements. The transit specialist position will report to the Director of Transit and Rail Programs.

Transportation Planning Analyst. The new Transportation Planning Analyst position is proposed for an experienced individual within the existing Transportation Analyst series classified in the

Administrative/Professional Group. The position will assist with projects currently being performed by the Transportation Planning personnel. The Planning Analyst will participate in regional and local planning studies, analysis, and implementation of SANBAG planning programs. The position will report to the Chief of Planning.

Chief of Alternative Project Financing. This budget also proposes a new position to guide work of SANBAG consultants relative to exploration of alternative financing mechanisms for major highway projects. The Chief of Alternative Project Financing directs consultant activities related to major project development analysis, financial feasibility, and bonding or other financial alternatives necessary to evaluate opportunities for high occupancy toll and public/private partnership projects within San Bernardino County. The position will report to the Director of Freeway Construction.

The total salary and benefit cost to SANBAG for the proposed new positions is estimated to be \$397,676. These positions will be funded with a combination of State Local Transportation Funds; Planning, Programming, and Monitor Funds; Valley Measure I Major Projects Funds; and Valley and Mountain/Desert Measure I Administrative Funds.

In addition to regular employees, temporary workers are occasionally used based on their particular skill level and availability in accordance with agency needs. There is no expectation that temporary employees will be elevated to regular positions or that their employment will be extended beyond the particular project for which they are hired. Temporary employees receive an hourly wage, with no benefits. In the past year, SANBAG has used temporary employees to perform tasks in the areas of data management, finance, and clerical support.

The Fiscal Year 2008/2009 budget provides funding for a total of 42 regular employees and temporary employees for short-term assistance.

Contractors - SANBAG makes substantial use of contractors to provide numerous services critical to attaining the goals of the organization. These contractors fall into two distinct categories:

Supplemental Expertise Contractors. SANBAG retains a number of professional services contractors who provide on-going support in specific areas of expertise. Current contractors in this category have particular expertise in the areas of legal services, rail development and operations, project management, social service oriented transportation, legislative advocacy, computer network administration, financial and investment management. Each holds unique qualifications in specialized areas of expertise relative to SANBAG programs. These contractors render on-going advice and assistance in their specialized field and provide critical support to the on-going programmatic functions performed at SANBAG.

Project Specific Contractors. A number of consultants are retained to perform specific, identifiable projects. These contractors are retained to perform specific tasks within specified time frames. Under these contracts, consultants perform such work as traffic

and facility studies, environmental review, transportation planning studies, and project engineering and design work. The use of these contractors provides for a fluctuating work force, based upon the agency requirements, and is of particular importance to the major freeway construction projects which are the largest component of the SANBAG Measure I transactions and use tax program.

Utilization of professional services contractors is an integral part of the management strategy and an essential component of the agency resources required to meet organizational goals. It is a strategy which has dividends both organizationally and fiscally to meet the changing human resources demands of the organization.

Salaries and Benefits

The *Salaries and Benefits Schedule* contained in this budget illustrates the total estimated costs for salaries and benefits during the FY 2008/2009 budget year, as estimated in April, 2008. The total salary and benefit cost proposed in the FY 2008/2009 budget is \$6,048,078, which represents 2% of the total budgeted new expenditures. It is anticipated that the SANBAG Board of Directors will consider a general salary adjustment and equity adjustments for FY 2008/2009. The proposed FY 2008/2009 anticipates adjustments for general and salary equity adjustments during the year.

Staff Utilization

SANBAG budgets costs related to regular and temporary employees by allocation of their total hours to specific tasks. The pie chart entitled *Hourly Staff Utilization by Program* provides a visual display of human resources distributed by program. Also provided in this chapter is a table entitled *Staff Utilization Report* that depicts hours allocated by senior management, administrative/professional, and support employees to each task in the budget.

The *Staff Utilization Report* displays the distribution of resources among the various SANBAG tasks and programs, reflecting the amount of management and support staff hours necessary to perform tasks contained in the budget. Each full-time employee is budgeted for a total of 2,080 hours annually. In addition to hours worked, this total includes vacation, holiday, administrative, and sick leave. The hours worked by each employee are assigned directly to tasks approved in the annual budget, normally based on 1,850 hours worked.

For development of the annual budget, SANBAG employees allocate their total work hours among tasks based on their estimation of time necessary to accomplish work elements in the identified tasks. However, as work is performed throughout the year, hours are charged in accordance with actual time spent. As might be expected, the actual hours to accomplish tasks may vary from the original estimates included in the budget. SANBAG staff is authorized to reallocate budgeted salary costs from one program to another administratively as such adjustments may become necessary. This authority provides for accurate recordation of costs associated with budgeted tasks and provides important base information for future budgeting estimates.

SANBAG Organization Chart

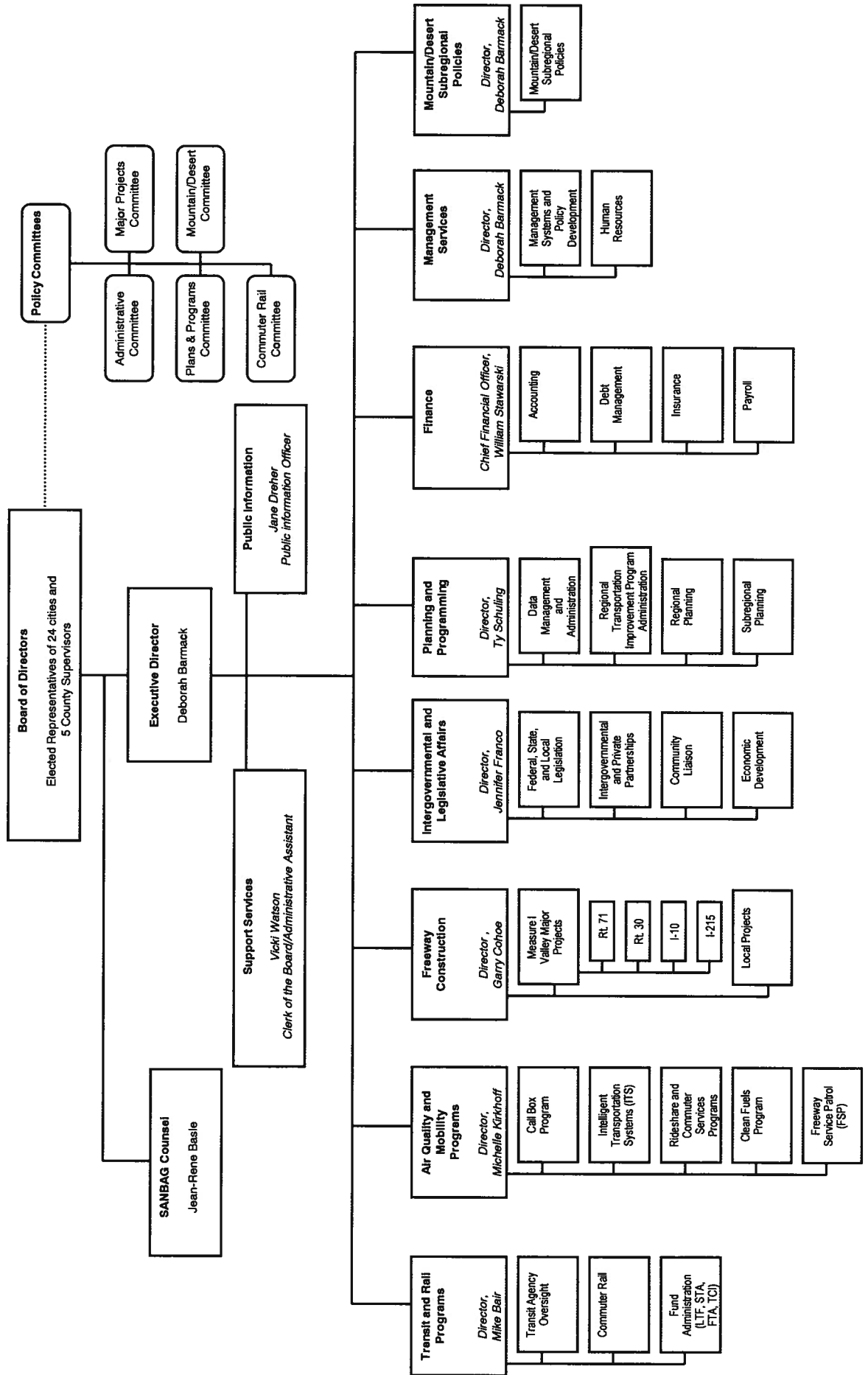


Table of Regular Positions Fiscal Year 2008/2009

Support Group	FY 06/07	FY 07/08	FY 08/09
Senior Accounting Assistant	1	1	1
Accounting Assistant (II)	2	2	2
Clerk/Receptionist (II) & (III)	2	2	2
Secretary (I) & (II)	2	2	2
Secretary (III)	4	4	4
Assistant to the Clerk of the Board	1	1	1
Total Support Group	12	12	12
Administrative/Professional Group			
Accounting Manager	1	1	1
Administrative Analyst	1	0	0
Administrative Services Specialist	0	1	1
Air Quality/Mobility Program Manager	1	1	1
Air Quality/Mobility Specialist	1	1	1
* Chief of Alternative Project Financing	0	0	1
Chief of Planning	0	1	1
Chief of Programming	0	1	1
Clerk of the Board/Administrative Assistant	1	1	1
Construction Manager	0	1	1
Contracts/Controls Manager	0	1	1
Data Program Administrator	1	1	1
Human Resources/Information Services Manager	0	1	1
Legislative Specialist	0	1	1
Principal Transportation Analyst	1	0	0
Public Information Officer	1	1	1
Public Information Specialist	1	1	1
* Transportation Planning/Programming Analyst	2	3	4
Transit Analyst	2	2	2
* Transit Specialist	0	0	1
Transportation Planning Specialist	1	1	1
Total Administrative/Professional Group	14	20	23
Senior Management Group			
Chief Financial Officer	1	1	1
Director of Air Quality & Mobility Programs	1	1	1
Director of Freeway Construction	1	1	1
Director of Intergovernmental & Legislative Affairs	1	1	1
Director of Management Services	1	1	1
Director of Planning & Programming	1	1	1
Director of Transit & Rail Programs	1	1	1
Executive Director	1	1	1
Total Senior Management Group	8	8	8
TOTAL REGULAR POSITIONS	34	40	43

San Bernardino Associated Governments
Salaries and Benefits Schedule at Budgeted Rates
For Fiscal Year 2008/2009

	<u>Salaries</u>	<u>Retirement*</u>	<u>Deferred Comp.</u>	<u>Worker's Comp.</u>	<u>Medicare</u>	<u>UJ**</u>	<u>Flexible Benefits</u>	<u>Auto Allowance</u>	<u>Contracted County Supp.***</u>	<u>Total</u>
Support Group										
Accounting Assistants (3)	\$606,252	\$163,688	\$30,313	\$6,281	\$8,791	\$3,192	\$101,678	\$0	\$9,104	\$929,298
Assistant to the Clerk of the Board										
Clerk/Receptionist (2)										
Secretary (6)										
Administrative/Professional Group										
Accounting Manager	\$2,071,298	\$559,251	\$155,347	\$64,441	\$30,034	\$6,126	\$194,882	\$0	\$18,280	\$3,099,659
Air Quality/Mobility Positions (2)										
Chief of Alternative Project Financing										
Clerk of the Board/Administrative Assistant										
Construction Manager										
Contracts/Controls Manager										
Data Management										
Human Resources/Information Svcs Positions (2)										
Legislative Specialist										
Planning/Programming Positions (7)										
Public Information Positions (2)										
Transit Positions (3)										
Senior Management Group										
Executive Director	\$1,351,342	\$364,862	\$101,351	\$43,300	\$19,594	\$2,128	\$67,785	\$62,400	\$6,358	\$2,019,120
Chief Financial Officer										
Director of Air Quality and Mobility Programs										
Director of Freeway Construction										
Director of Intergovernmental/Legislative Affairs										
Director of Management Services										
Director of Planning and Programming										
Director of Transit and Rail Programs										
TOTALS	\$4,028,893	\$1,087,801	\$287,011	\$114,021	\$58,419	\$11,446	\$364,345	\$62,400	\$33,743	\$6,048,078

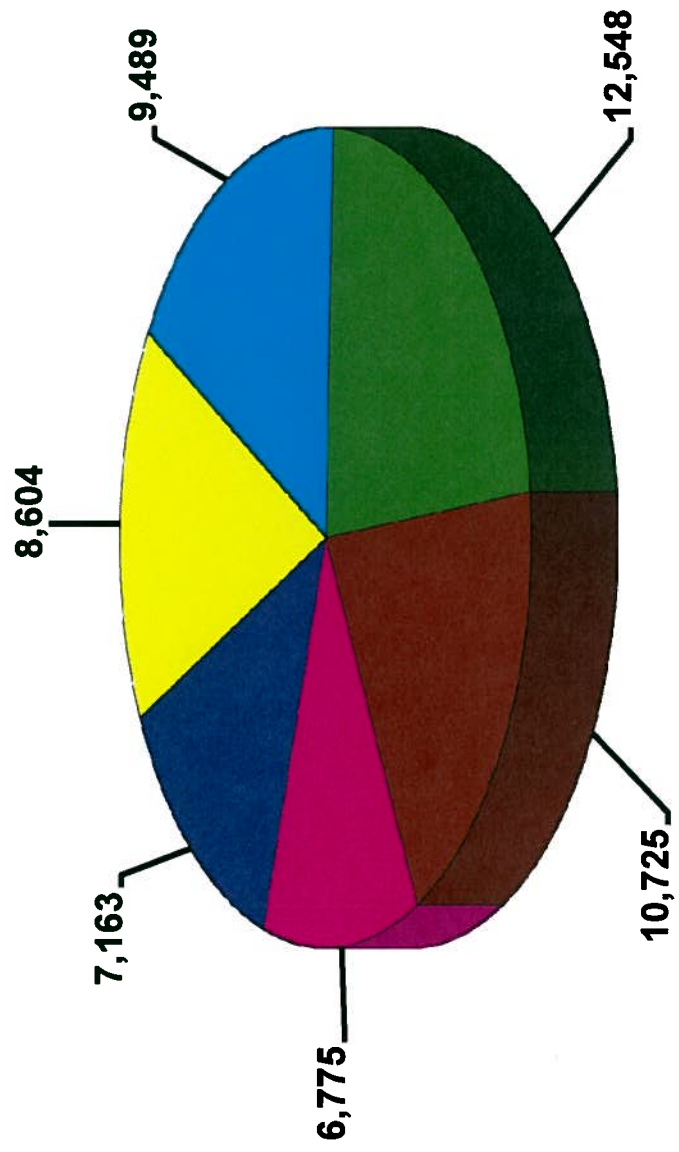
* Includes Survivor Benefits

** Unemployment Insurance

*** Includes Short Term Disability, Long Term Disability, Employer Assistance Program and Employee Health & Production Program and Retirement Medical Trust Plans

<u>Employer Provided Benefits:</u>		<u>Mandatory Benefits:</u>	
<u>Retirement</u>	\$1,087,801	<u>Workers' Compensation</u>	\$114,021
<u>Deferred Compensation</u>	287,011	<u>Medicare</u>	58,419
<u>Flexible Benefit Plan</u>	364,345	<u>Unemployment Insurance</u>	11,446
<u>Contracted County Supplemental Benefit</u>	33,743		
<u>Auto Allowance</u>	62,400		
<u>Total</u>	<u>\$1,835,299</u>	<u>Total</u>	<u>\$183,886</u>

San Bernardino Associated Governments Hourly Staff Utilization by Program Fiscal Year 2008/2009 - 55,304 Hours



Legend

- Regional & Quality of Life Program (17%)
- Subregional Transportation Planning & Programming (23%)
- Project Development Program (19%)
- Transit/Commuter Rail Program (12%)
- Transportation Programming & Fund Administration (13%)
- Program Support / Council of Governments (16%)

**San Bernardino Associated Governments
STAFF UTILIZATION REPORT**

Fiscal Year 2008/2009

	Director of Transit/Rail Programs	Director of Management Services	Director of Intergovt./ Leg.Affairs	Executive Director	Director of Freeway Construction	Director of Air Quality Mobility Pgm.	Chief Financial Officer	Director of Planning & Programming	Director of Highway Planning	OTHER STAFF *	TOTAL
REGIONAL & QUALITY OF LIFE PROGRAMS											
10109000 Air Quality Planning	-	-	-	80	-	-	-	140	-	130	350
10209000 Air Quality Implementation	-	24	-	40	-	200	-	-	-	100	364
11009000 Regional Transportation Planning	-	10	-	-	-	-	-	180	-	215	405
11009000 Inland Trans. Corridor Plan/CETAP	-	-	-	-	-	-	-	40	-	130	170
11109000 Freight Movement	-	-	100	80	-	-	-	380	-	530	1,090
11209000 Regional Growth Forecast Development	-	-	-	-	-	-	-	100	-	471	571
40609000 Rideshare Management	-	-	-	20	-	-	-	-	-	999	1,250
70209000 Call Box System	-	-	-	-	-	325	-	-	-	1,765	2,090
70609000 Intelligent Transportation Systems	-	-	-	45	-	325	-	-	-	150	370
70409000 Freeway Service Patrol/215/SR-60	-	-	-	33	-	325	-	-	-	2,220	2,578
70709000 Freeway Service Patrol/215/SR-60	-	-	-	-	-	-	-	-	-	-	-
81209000 Clean Fuels Implementation	-	-	-	15	-	125	-	-	-	111	251
TOTAL REGIONAL & QUALITY OF LIFE PROGRAMS	-	34	100	313	-	1,381	-	840	-	6,821	9,489
SUBREGIONAL TRANSP. PLANNING & PROGRAM.											
20209000 Trans. Modeling & Forecasting	-	-	-	-	-	-	-	20	-	550	570
20309000 Congestion Management	-	30	-	-	-	-	-	52	-	1,801	1,883
21309000 High Desert Corridor Studies	-	50	-	-	-	-	-	-	-	110	160
40409000 Comprehensive Transportation Plan	-	-	-	20	-	-	-	48	-	1,440	1,508
40509000 TMEP Programs Development	-	-	-	-	-	-	-	8	-	-	8
40609000 Data Development & Management	-	-	-	-	-	-	-	40	-	976	1,016
41009000 Non-Motorized Transportation Plan	-	-	-	-	-	-	-	-	-	30	30
50009000 Trans. Improvement Program	-	-	-	-	-	-	-	128	-	1,860	1,988
52609000 Subregional Trans. Monitoring	-	-	-	-	-	-	-	8	-	70	78
80109000 County Trans. Commission - General	-	40	-	218	-	200	-	240	-	945	1,643
60609000 Agency Strategic Planning	-	-	-	100	-	-	-	200	-	780	1,080
81009000 Measure 1 2010-2040 Project Advancement	-	-	-	-	-	-	-	20	-	99	119
61109000 Measure 1 Local Programs Administration	-	-	-	-	-	-	-	-	-	160	160
70109000 Valley Signal Coordination Program	-	-	-	-	-	-	-	-	-	460	460
94109000 MVD/Desert Plan. & Project Development	-	250	-	60	-	-	-	-	-	1,335	1,645
94509000 Victor Valley Area Trans. Study	-	-	-	-	-	-	-	-	-	200	200
TOTAL SUBREG. TRANSP. PLANNING & PROGRAM.	-	370	-	398	-	200	-	764	-	10,816	12,548
PROJECT DEVELOPMENT											
81509000 Measure 1 Program Management	-	-	-	140	320	-	-	-	-	3,478	3,938
81809000 Rt. 71 Landscape Design/Construction	-	-	-	-	100	-	-	-	-	-	100
82009000 SR 210 Final Design	-	-	-	-	50	-	-	-	-	-	50
82209000 SR 210 Right of Way Acquisition	-	-	-	-	50	-	-	-	-	-	50
82409000 SR 210 Construction	-	-	-	-	300	-	-	-	-	220	520
82509000 I-10 Corridor Project Development	-	-	-	-	50	-	-	-	-	180	210
82609000 I-10 Cherry/Citrus Interchange	-	-	-	-	50	-	-	-	-	-	50
83009000 I-215 SanRiv Project Development	-	-	-	-	50	-	-	-	-	-	50
83409000 I-215 Final Design	-	-	-	-	50	-	-	-	-	-	50
83609000 I-215 Right of Way Acquisition	-	-	-	-	50	-	-	-	-	-	50
83809000 I-215 Construction	-	-	-	-	50	-	-	-	-	987	1,037
84009000 I-215 Barton Road Interchange	-	-	-	-	50	-	-	-	-	-	50
84109000 I-10 Riverside Interchange	-	-	-	-	50	-	-	-	-	-	50
84209000 I-10 Tippecanoe Interchange	-	-	-	-	50	-	-	-	-	180	230
84309000 I-10 Live Oak Canyon	-	-	-	-	116	-	-	-	-	510	626
84509000 I-215 Mt. Vernon/Washington Interchange	-	-	-	-	50	-	-	-	1,816	320	2,136
85009000 Alternative Project Financing	-	-	-	-	-	-	-	-	-	363	413
86009000 I-10 Lane Addition-Redlands	-	-	-	-	50	-	-	-	-	-	50
86209000 I-10 Westbound Lane Add.-Yucaipa	-	-	-	-	50	-	-	-	-	-	50
87009000 Hunts Lane Grade Separation	-	-	-	-	50	-	-	-	-	150	200
87109000 State St/Univ. Parkway Grade Separation	-	-	-	-	50	-	-	-	-	385	435
87209000 Ramona Avenue Grade Separation	-	-	-	-	50	-	-	-	-	200	250
87309000 Valley Blvd Grade Separation	-	-	-	-	10	-	-	-	-	-	10
87409000 Palm Avenue Grade Separation	-	-	-	-	10	-	-	-	-	-	10
87509000 Main Street Grade Separation	-	-	-	-	10	-	-	-	-	-	10
87909000 Colton Crossing BNSF/UPRR Grade Separation	-	-	-	-	50	-	-	-	-	-	50
88009000 I-15/I-215 Devore Interchange	-	-	-	-	50	-	-	-	-	-	50
93109000 Debt Service - Major/97 Issue	-	-	-	-	-	-	-	-	-	-	-
94409000 Debt Service - Major/96 Issue	-	-	-	-	-	-	-	-	-	-	-
94609000 Debt Service - Major/01 Issue A	-	-	-	-	-	-	-	-	-	-	-
94809000 Debt Service - Major/01 Issue B	-	-	-	-	-	-	-	-	-	-	-
TOTAL PROJECT DEVELOPMENT	-	-	-	140	1,816	-	-	-	1,816	6,953	10,725

* OTHER STAFF comprised of (22) FULL-TIME PROFESSIONAL STAFF; (12) FULL-TIME and (1) QUARTER TIME SUPPORT STAFF.

**San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2008/2009**

	Director of Transit/Rail Programs	Director of Management Services	Director of Intergovt./ Leg. Affairs	Executive Director	Director of Freeway Construction	Director of Air Quality Mobility Pgm	Chief Financial Officer	Director of Planning & Programming	Director of Highway Planning	OTHER STAFF *	TOTAL
TRANSIT/COMMUTER RAIL PROGRAMS											
30909000 General Transit	336	-	-	50	-	-	-	-	-	942	1,328
31509000 Omnitrans	80	-	-	-	-	-	-	-	-	381	461
31609000 Barstow-County Transit	48	-	-	-	-	-	-	-	-	256	304
31709000 Victor Valley Transit	56	-	-	-	-	-	-	-	-	288	344
31809000 Morongo Basin Transit	32	-	-	-	-	-	-	-	-	256	288
31909000 Social Services Transportation Plan	96	-	-	-	-	-	-	-	-	378	474
32009000 Needles Transit	36	-	-	-	-	-	-	-	-	88	124
32109000 Mountain Area Transit	32	-	-	-	-	-	-	-	-	256	288
35209000 General Commuter Rail	432	-	-	50	-	-	-	-	-	1,288	1,770
37709000 Commuter Rail Operating Expenses	-	-	-	-	-	-	-	-	-	-	-
37809000 Speedway Rail Operating Expenses	-	-	-	-	-	-	-	-	-	-	-
37909000 Commuter Rail Capital Expenses	-	-	-	-	-	-	-	-	-	-	-
38009000 Redlands Rail Extension	248	-	-	-	-	-	-	-	-	313	561
38109000 Gold Line Phase II	80	-	-	-	-	-	-	-	-	253	333
50109000 Federal/Transit Act Programming	80	-	-	-	-	-	-	-	-	420	500
TOTAL TRANSIT/COMMUTER RAIL PROGRAMS	1,556	-	-	100	-	-	-	-	-	5,119	6,775
TRANSPORTATION PROGRAM AND FUND ADMINISTRATION											
37309000 Federal/State Fund Administration	-	100	-	100	-	-	-	132	-	4,272	4,604
50209000 TDA Administration	116	-	-	-	-	-	-	-	-	1,373	1,489
50609000 Local Transportation Fund	-	-	-	-	-	-	-	-	-	-	-
50709000 State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-	-
50409000 Measure I Admin - Valley	-	50	-	100	-	-	-	-	-	337	487
50509000 Measure I Admin - Mt/Desert General	-	150	-	75	-	-	-	-	-	358	583
90709000 Debt Service - Big Bear/92 Issue	-	-	-	-	-	-	-	-	-	-	-
90809000 Debt Service - Mt./Unincorporated/92 Issue	-	-	-	-	-	-	-	-	-	-	-
91801000 Mountain/Desert Measure I Local	-	-	-	-	-	-	-	-	-	-	-
91801000 Mountain/Desert Measure I Local	-	-	-	-	-	-	-	-	-	-	-
51309000 Measure I Valley E & D	-	-	-	-	-	-	-	-	-	-	-
94609000 Debt Svc. - Barstow/96	-	-	-	-	-	-	-	-	-	-	-
95009000 Debt Svc. - Yucca Valley/01 Issue B	-	-	-	-	-	-	-	-	-	-	-
TOTAL TRANSP PROGRAM & FUND ADMIN.	116	300	-	275	-	-	-	132	-	6,340	7,163
PROGRAM SUPPORT/COUNCIL OF GOVERNMENTS											
10409000 Intergovernmental Relations	-	120	800	300	-	-	-	-	-	1,448	2,668
49009000 Council of Governments New Initiatives	-	-	-	-	-	-	-	-	-	-	-
50309000 Legislation	-	-	500	100	-	-	-	-	-	1,157	1,757
60509000 Publications & Public Outreach	-	100	216	100	-	-	-	-	-	2,887	3,303
80509000 Building Operations	-	-	-	-	-	-	-	-	-	-	-
80609000 Building Improvements	-	-	-	-	-	-	-	-	-	-	-
94209000 Financial Management	-	80	-	-	-	-	200	-	-	596	876
TOTAL PROGRAM SUPPORT / COUNCIL OF GOVTS.	-	300	1,516	500	-	-	200	-	-	6,088	8,604
FRINGE & INDIRECT											
FRINGE Fringe	248	264	264	354	264	324	304	344	264	9,098	11,728
INDIRECT Indirect	160	812	200	-	-	175	1,576	-	-	19,485	22,408
TOTAL FRINGE & INDIRECT	408	1,076	464	354	264	499	1,880	344	264	28,583	34,136
GRAND TOTALS	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	70,720	89,440

* OTHER STAFF comprised of (22) FULL-TIME PROFESSIONAL STAFF; (12) FULL-TIME and (1) QUARTER TIME SUPPORT STAFF.

SANBAG Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
AVL	Automatic Vehicle Location
AVR	Average Vehicle Ridership
BAT	Barstow Area Transit
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
CAC	Call Answering Center
CALACT	California Association for Coordinated Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEHD	Community Economic and Human Development Committee
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTSGP-CTAF	California Transit Security Grant Program – California Transit Assistance Funds
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOE	Department of Energy
DOT	Department of Transportation
E&D	Elderly and Disabled
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
EV	Electric Vehicle
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High Priority Projects
ICMA	International City/County Management Association

ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
IMD	Interstate Maintenance Discretionary
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
JPA	Joint Powers Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority
LLP	Longer Life Pavement
LNG	Liquefied Natural Gas
LRTP	Long Range Transit Plan
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTA	Los Angeles County Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
NEPA	National Environmental Protection Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PNRS	Projects of National and Regional Significance
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RFQ	Request for Qualification
RIP	Regional Improvement Program
ROD	Record of Decision
ROW	Right of Way
RSA	Regional Statistical Area
RTAC	Regional Transportation Agencies' Coalition
RTAP	Rural Transit Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
RTTF	Regional Transit Task Force
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAFE	Service Authority for Freeway Emergencies

SANBAG	San Bernardino Associated Governments
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SLP	State-Local Partnership
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
SSTAC	Social Service Technical Advisory Council
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCI	Transit Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TPA	Transportation Planning Agency
TSM	Transportation Systems Management
ULEV	Ultra Low Emission Vehicle
USFWS	United States Fish and Wildlife Service
UPRR	Union Pacific Railroad
UZAs	Urbanized Areas
VA	Value Analysis
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments
ZEV	Zero Emission Vehicle

San Bernardino Associated Governments

Glossary of Budget Terms

The following explanations of terms are presented to aid in understanding the narrative discussions and illustrations included in this budget document and the terminology generally used in governmental accounting, auditing, financial reporting and budgeting.

Accrual Basis

Method of accounting that recognizes the financial effect of transactions, events, and interfund activities when they occur, regardless of the timing of related cash flows.

Annual Budget

A budget that is applicable to a single fiscal year. See BUDGET.

Audit

A systematic collection of the sufficient, competent evidential matter needed to attest to the fairness of management's assertions in the financial statements or to evaluate whether management has efficiently and effectively carried out its responsibilities. The auditor obtains this evidential matter through inspection, observation, inquiries and confirmations with third parties. See FINANCIAL AUDIT.

Basis of Accounting

A term used to refer to when revenues, expenditures, expenses, and transfers - and the related assets and liabilities - are recognized in the accounts and reported in the financial statements. Specifically, it relates to the timing of the measurements made, regardless of the nature of the measurement, on either the cash or the accrual method.

Bond

Most often, a written promise to pay a specified sum of money (called the face value or principal amount), at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

Budget

A plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of financing them. Used without any modifier, the term usually indicates a financial plan for a single fiscal year. The term "budget" is used in two senses in practice. Sometimes it designates the financial plan presented to the appropriating governing body for adoption, and sometimes, the plan finally approved by the body. See ANNUAL BUDGET.

Budgetary Control

The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

Budget Document

The instrument used by the budget-making authority to present a comprehensive financial program to the appropriating governing body.

Debt

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debts of governments include bonds, time warrants and notes.

Debt Coverage Ratios

Comparative statistics illustrating the relation between the issuer's outstanding debt and such factors as its tax base, income or population. These ratios often are used as part of the process of determining the credit rating of an issue, especially with general obligation bonds.

Encumbrance

Commitments related to unperformed contracts for goods and services.

Expenditures

Decreases in net financial resources not properly classified as other financing uses. Expenditures include current operating expenses requiring the present or future use of net current assets, debt service, capital outlays, intergovernmental grants, entitlements and share revenues.

Financial Advisor

In the context of bond issuances, a consultant who advises the issuer on any of a variety of matters related to the issuance. The financial advisor sometimes also is referred to as the fiscal consultant.

Financial Audit

Audits designed to provide independent assurance of the fair presentation of financial information.

Fiscal Year

A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations.

Fund

A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities or balances, and changes therein, that are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Fund Balance

The difference between assets and liabilities reported in a governmental fund.

Generally Accepted Accounting Principles (GAAP)

Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

Generally Accepted Auditing Standards (GAAS)

Rules and procedures that govern the conduct of a financial audit.

Generally Accepted Government Auditing Standards (GAGAS)

Standards for the conduct and reporting of both financial and performance audits in the public sector promulgated by the Government Accountability Office through its publication Government Auditing Standards, commonly known as the "Yellow Book."

Independent Auditor

Auditors who are independent, both in fact and appearance, of the entities they audit. Both GAAS and GAGAS set specific criteria that must be met for an audit to be considered independent.

Internal Service Fund

Proprietary fund that may be used to report any activity that provides goods or services to other funds, departments, or agencies of the government, or other governments, on a cost-reimbursement basis.

Joint Venture

A legal entity or other organization that results from a contractual arrangement and that is owned, operated, or governed by two or more participants as a separate and specific activity subject to joint control, in which the participants retain (a) an ongoing financial interest or (b) an ongoing financial responsibility.

Loan Receivable

An asset account reflecting amounts loaned to organizations external to the Agency, including notes taken as security for such loans.

Modified Accrual Basis

Basis of accounting used in conjunction of with current financial resources measurement focus that modifies the accrual basis of accounting in two important ways 1) revenues are not recognized until they are measurable and available, and 2) expenditures are generally recorded when a liability is incurred, except for expenditures related to debt service and compensated absences, which are recognized when payment is due.

Operating Transfers

All interfund transfers other than residual equity transfers (e.g., legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended.)

Other Financing Sources

An increase in current financial resources that is reported separately from revenues to avoid distorting revenue trends.

Other Financing Uses

A decrease in current financial resources that is reported separately from expenditures to avoid distorting expenditure trends.

Overhead/Indirect

Expenses that cannot be specifically associated with a given service, program, or department and thus cannot be clearly associated with a particular functional category. These expenses include: rent, utilities, supplies management, general staff support, and general management and supervision.

Principal

In the context of bonds, other than deep-discount debt, the face value or par value of a bond or issue of bonds payable on stated dates of maturity.

Program

Group activities, operations or organizational units directed to attaining specific purposes or objectives.

Program Budget

A budget wherein expenditures are based primarily on programs of work and secondarily on character and object class.

Purchase Order

A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

Reserved Fund Balance

Portion of a governmental fund's net assets that is not available for appropriation.

Trustee

A fiduciary holding property on behalf of another.